

***BASS LAKE HILLS
SPECIFIC PLAN***

County of El Dorado



*November 7, 1995
Amended June 2024*

3rd Draft

BASS LAKE HILLS SPECIFIC PLAN County of El Dorado

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November 7, 1995

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3rd Draft

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3rd Draft

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1.0 INTRODUCTION & PROJECT SETTING

1.1 Purpose & Scope of the Specific Plan

The purpose of the Bass Lake Hills Specific Plan (herein referred to as the Plan) is to facilitate the orderly and systematic development of the Plan Area through the establishment of a comprehensive and coordinated planning program which is consistent with the El Dorado County ~~Public Review Draft~~ Amended 2004 General Plan (General Plan), and the development opportunities and constraints of the land.

The Plan provides a comprehensive framework for future development of the Plan area. The Plan establishes maximum residential land use densities and commercial development intensities for all land within the Plan area, specifies how those lands will be developed, describes the public facilities and services necessary to support allowed development, and describes the funding mechanisms necessary for implementation.

The Plan and the Bass Lake Road Area Program Environmental Impact Report (herein referred to as the EIR), and Addendum improves efficiency of development planning and review and provides correlation between land use, public facilities and services necessary to support allowed development. The environmental review process for subsequent residential and commercial development projects may be found exempt from CEQA pursuant to Section 15182. This section states that an EIR or negative declaration is not required for residential projects, including land subdivisions, zone changes, and residential planned unit developments, where an EIR has been certified by the County for the Plan.

Following are key components and features of the Plan:

- Land uses within the Plan area;
- Location, extent, and financing of area-wide public facilities required to serve ultimate development of the Plan area;
- Natural resources potentially affected by Plan area development;
- Goals and policies to guide development decision making;
- Implementation programs which describe land use regulation mechanisms, Plan adoption and amendment procedures, public property maintenance and financing, and a framework for public facility phasing; and
- Design guidelines for select public facility improvements.

The Plan is not an ordinance and is not intended to replace the El Dorado County Zoning Ordinance. Rather, the Plan refines the General Plan by providing detailed policy direction for the Plan Area beyond that provided in the General Plan. The Plan is, therefore, implemented by existing County regulations, and can be adopted and amended by resolution in the same manner as the General Plan (refer to Section 9.2).

1.2 Planning Approach & Methodology

The Plan is the result of an on-going planning effort initially involving simultaneous processing of tentative subdivision maps and zone change requests for several properties within the study area. The area-wide planning effort began with the preparation of an area-wide EIR analyzing potential impacts of developing the Plan Area at assumed densities consistent with the El Dorado Hills/Salmon Falls Area Plan land use designations in effect at the time. These densities would have yielded a maximum of 2,847 dwelling units.

As the EIR process proceeded, it became apparent that many area-wide planning issues addressed in the EIR required a mechanism which would help to ensure that adopted mitigation measures were applied in project approvals and that monitoring of mitigation measures occurred. Following is a listing of the planning issues which were identified:

- Circulation
- Cultural Resources
- Grading Limitations
- Noise
- Oak Woodland Habitat Conservation
- Open Space
- Parks and Recreation
- Public Facilities and Services
- U.S. Highway 50 Scenic Corridor
- Wetlands and Surface Hydrology

Development proponents and the County agreed that a comprehensive development plan should be prepared as a means to address these planning issues and develop a consistent policy program to coordinate the implementation of projects. Subsequently, the County determined that a specific plan would be prepared, as defined by California Government Code. The 1995 Plan is an outgrowth of the area-wide EIR that include the mitigation measures.

During the hearing process for Plan consideration, the General Plan Update project description became more defined. On December 8, 1992, the Board of Supervisors directed the Planning Department to incorporate “Alternative 3A” into the General Plan Project Description and to revise the draft Specific Plan to be consistent with that land use scenario. The revised Plan proposed a range of densities from 1 du/5 acres to 4 du/acre with a maximum yield of 1,458 dwellings. The Plan reflects consistency with the General Plan.

The Plan is a policy document to refine and implement the ~~draft~~ General Plan, and is implemented by existing ordinances and State law. Following is a summary of key assumptions of the Plan:

- Proposed and assumed zoning designations are consistent with the General Plan and densities described in the EIR.
- Implementation of the Plan will be provided through the El Dorado County Zoning Ordinance, and all other applicable County ordinances.

This Plan also incorporates the mitigation measures from the Plan's final EIR. Mitigation measures adopted for potential impacts associated with the EIR are incorporated as development standards for the Plan.

Per Government Code Section 65457, Planning and Zoning Law, "any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code". Further environmental analyses may be required if a project description deviates from the EIR project description to the extent that new, unmitigated significant environmental impacts are identified. This additional environmental analysis may take the form of a supplemental or subsequent EIR, or a mitigated negative declaration in accordance with Section 21166 of the State CEQA Guidelines.

1.3 Plan Area Location & Description

1.3.1 Regional & Local Setting

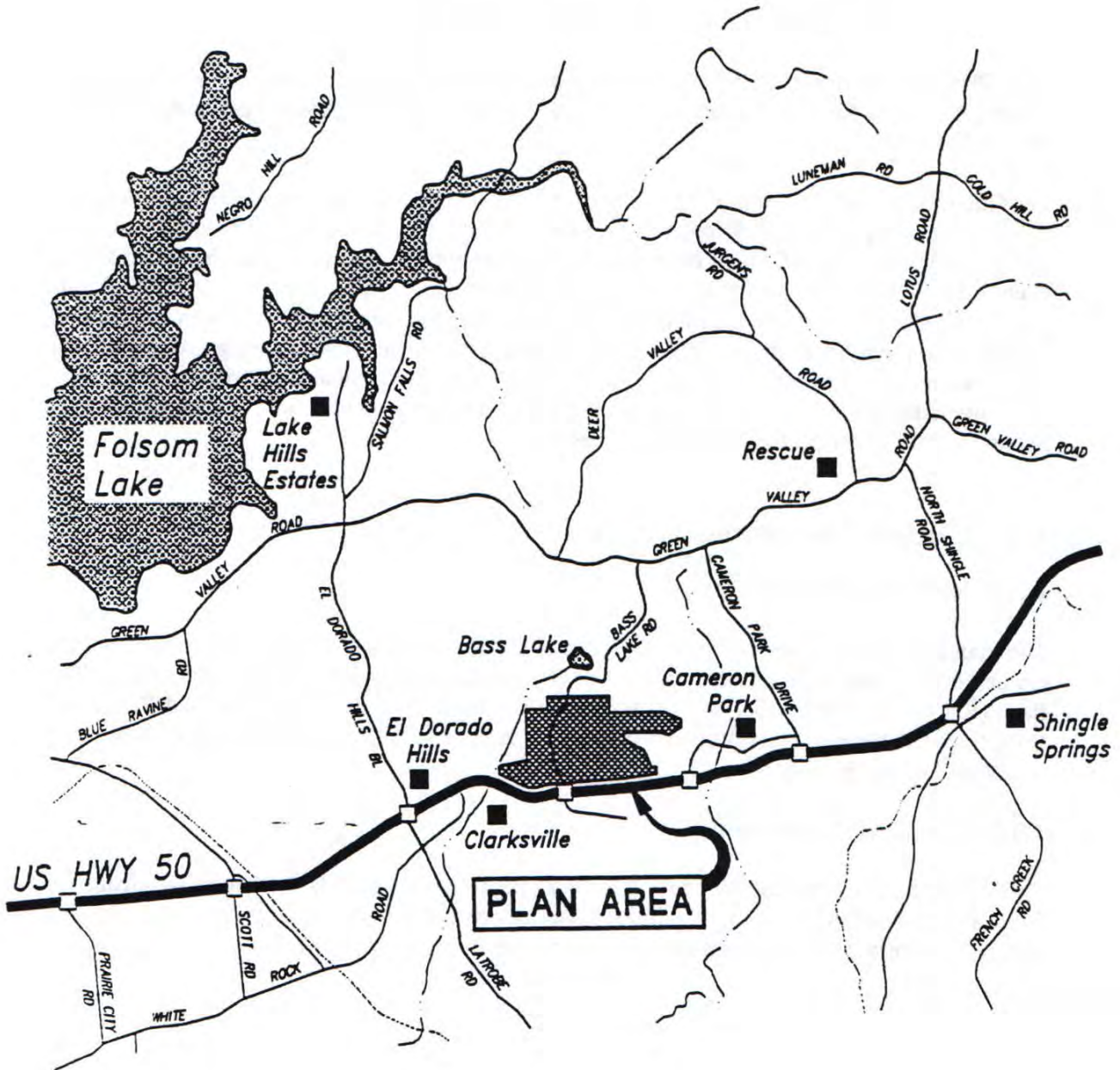
The Plan area is approximately three miles east of the Sacramento/El Dorado County line, within the underdeveloped eastern portion of El Dorado Hills and adjacent to the west end of Cameron Park (Figure 1-1). U.S. Highway 50 forms the southern Plan area boundary, and Bass Lake Road transects the area in a north/south direction. Bass Lake itself is approximately one-quarter mile north of the Plan area.

1.3.2 Plan Area Description

The Plan area is 1,196.14-acres in size and includes 88 individual parcels ranging in size from 1.1 to 96.4-acres (Appendix A). The majority of the parcels (78 percent) are approximately 10-acres in size. In 1995, there were are approximately 35 existing residential dwelling units in the Plan Area. In the fall of 2023, approximately 470 new residential dwelling units have been constructed in the Plan Area.

Figure 1-1

Regional and Local Setting



1.3.3 Plan Area Existing Conditions

The Plan area includes a variety of natural resources, including the following:

- Hillsides
- Oak woodland
- Wetland, intermittent streams and drainages
- Cultural resources

This section describes the identified natural resources in the Plan Area. Policies pertinent to these resources are contained in Section 7.0, Environmental Management. Figure 1-2, Composite Resources Map, provides a conceptual mapping of all of the resources described in this section.

1.3.3.1 Hillside Viewsheds and U.S. Highway 50

Much of the Plan Area consists of rolling hills which are highly visible from off-site vantage points, particularly the U.S. Highway 50 corridor. From U.S. Highway 50, large portions of the Plan Area constitute prominent foreground and background viewsheds. The hillsides of the Plan Area are the prominent background feature from eastbound U.S. Highway 50 for the first two miles as one enters the County. Areas of greatest sensitivity are the hillsides within the viewshed of U.S. Highway 50 and Bass Lake Road.

An analysis of the U.S. Highway 50 corridor was prepared by Sierra Land Design under contract with the County, and was accepted by the El Dorado County Board of Supervisors in June 1991. This analysis identified both foreground and background areas along the corridor from the west El Dorado County line to the City of Placerville. The ~~draft 2004~~ General Plan directs that a the establishment and application of the Scenic Corridor Ordinance shall be prepared and adopted for the purpose of establishing standards for the protection of identified scenic local road and state highways. As of January 2024, the Board of Supervisors has not adopted a Scenic Corridor Ordinance and no identified scenic local roads or state highways exist in the Plan Area. ~~Combining Zone District to all lands, exclusive of Community Regions and Rural Centers, to lands determined to be scenic (General Plan Policy 2.6.1.61).~~ Foreground and background areas for the Plan Area are shown in Figure 1-3.

At the residential densities and commercial development intensities proposed, the most noticeable effect of development will be modification of the natural topography through grading and removal of tree cover to accommodate roads and building sites. In addition to visual impacts, hillside grading also increases potential erosion impacts.

Hillside topography is subject to a variety of mechanisms to reduce viewshed impacts along the roadways. These include utilization of clustering, planned development, and transfer of development.

Figure 1-4, Slope Map, illustrates the Plan Area in accordance with the following slope categories. Table 1-1 describes the various slope categories in terms of percentages of the total Plan area.

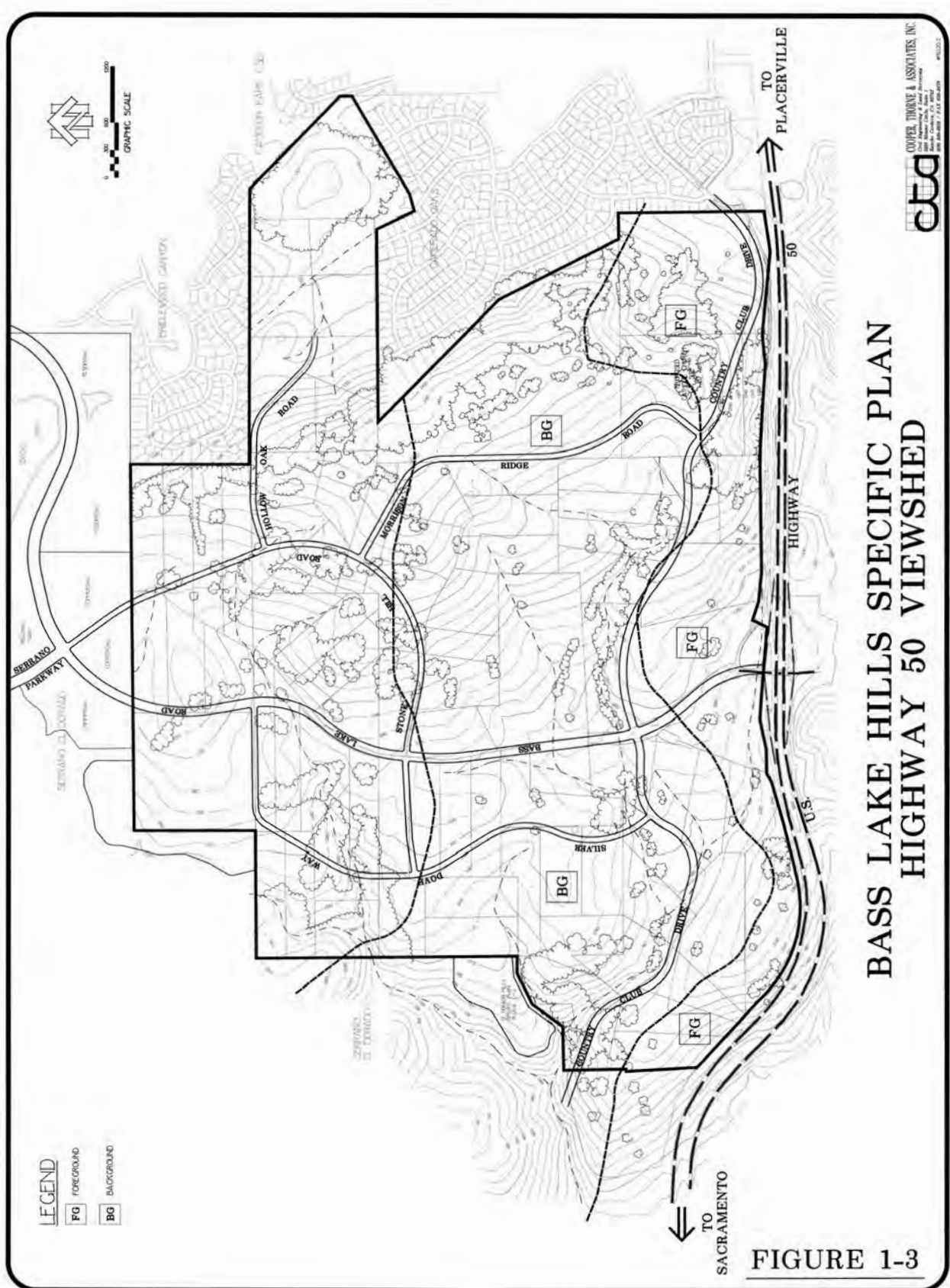


FIGURE 1-3

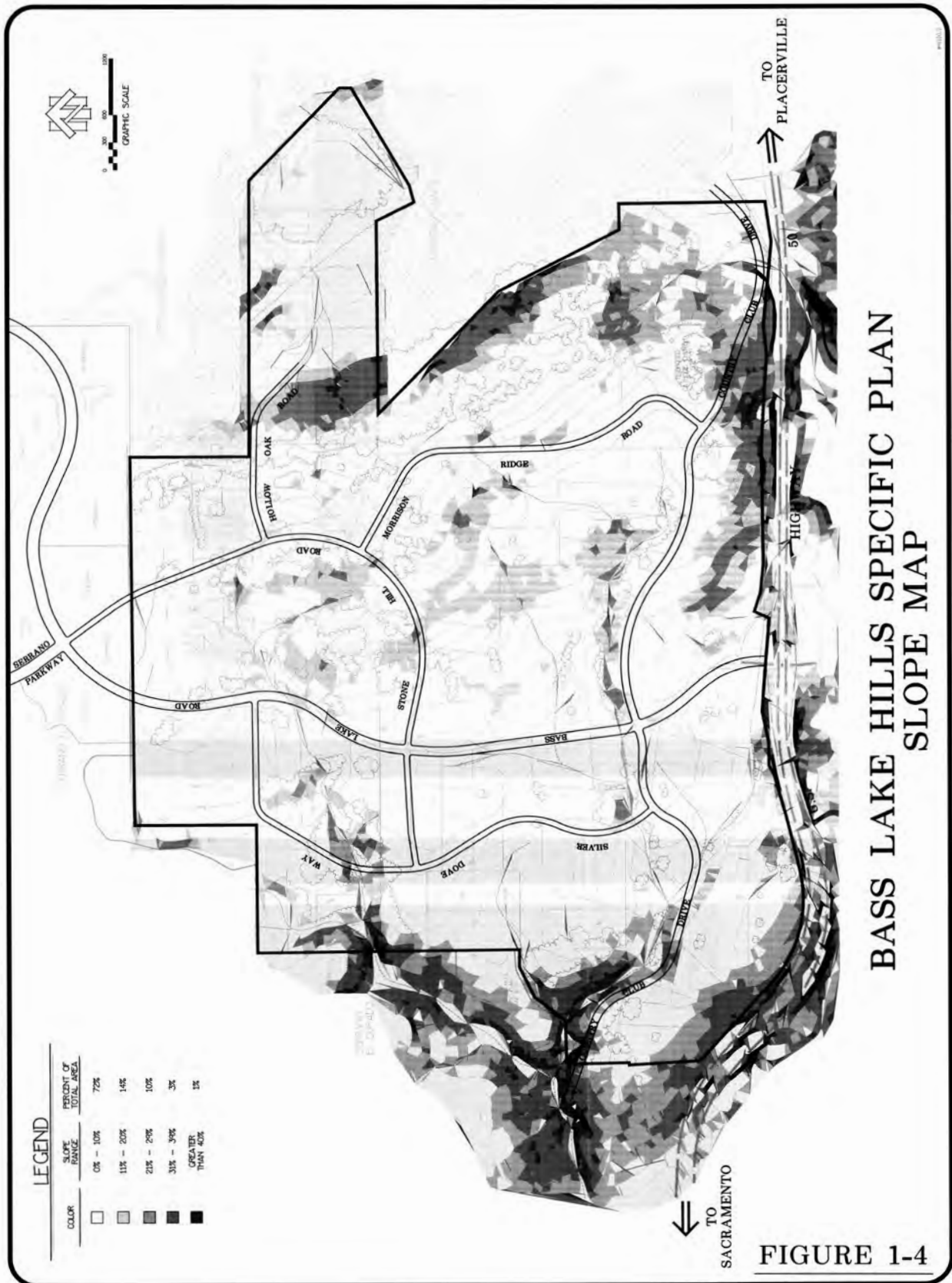


Table 1-1
Slope Categories

Slope Category (% Slope)	% of Plan Area
0-10	40
10-15	29
15-20	21
20-30	9
30 or more	1

As shown in Table 1-1, 69 percent of the Plan Area has slopes of 15 percent or less with 31 percent of the Plan Area having slopes in excess of 15 percent.

1.3.3.2 Oak Trees

The Plan Area is characterized by a variety of vegetative habitats. While annual grassland is the predominant form, oak woodland and savannah comprises a significant area. The oak woodland is characterized by trees with diameter at breast height (dbh) of 30 to 40 inches and a healthy middle story of oak saplings under 6 inches dbh. Also included is a rich understory of vegetation. Oak Savannah differs from the Oak Woodland primarily by the absence of significant understory. Figure 1-2, the Composite Resources Map, shows oak trees cover large areas of the eastern and western portions. While the Plan Area contains a variety of tree species, oaks are the dominant species and are deemed to be of greatest importance. The multitude of oak trees which grow in the Plan Area constitute a valuable natural resource for several reasons, including aesthetics, erosion control, temperature control, and wildlife habitat.

Oak tree conservation policies are set forth in Section 7.5.

1.3.3.3 Wetlands, Intermittent Streams, and Drainages

The EIR identifies a variety of wetlands, including intermittent streams, drainages, adjacent wetlands, and seeps. Other wetlands include a perennial stream riparian corridor (Carson Creek) and two stock ponds. Within the entire Plan Area, there are approximately 15 acres of wetland features. Wetlands, intermittent streams, and drainages are depicted conceptually in Figure 1-5, Wetlands and Surface Hydrology Map.

Carson Creek is a perennial stream, defined by the California Department of Fish and Game (CDFG) (Section 14.123 of the Fish and Game Code) as a stream (with bed and bank) that flows year-round under normal precipitation conditions. Intermittent streams are defined as streams (with bed and bank) that experience natural interrupted flow (i.e., do not flow year-round).

Wetlands within the Plan Area are defined by Section 404 of the Federal Clean Water Act as waters of the United States, and may be under the jurisdiction of the U.S. Army Corps of Engineers. Specific delineation of wetlands, as may be required by Section 404 of the Federal Clean Water Act, must be accomplished prior to approval of individual development requests.

Policies pertaining to intermittent streams, drainages, and wetland areas shown in Figure 1-5 are set forth in Section 7.4.

1.3.3.4 Cultural Resources

Seven prehistoric and historic resource sites have been discovered in the Plan Area as identified in the EIR. In addition, the Plan area contains a segment of the historic Clarksville Toll Road that includes a variety of resources on-and off-site.

Cultural resources presently known, or subsequently discovered in the development review and construction process, are addressed by policies set forth in Section 7 .2.

1.3.4 Adjacent Land Use

The Plan Area is located immediately adjacent to existing and proposed residential developments. The El Dorado Hills Specific Plan (EDHSP), now known as Serrano, ~~area~~ is located to the north, west, and northwest of the Plan Area. Approved in 1988, the EDHSP provides for the maximum development of approximately 6,100 dwelling units, at an average density of 1.6 dwellings per acre. Land use includes a variety of commercial uses, recreational facilities, and open space on approximately 3,800 acres. Development of the EDHSP area is nearly complete ~~has commenced~~. Due to topographical constraints, some residential portions of the EDHSP may be accessed through the Plan Area via Bass Lake Road. Immediately adjacent to the northern boundary of the Plan Area, is the Sienna Ridge retail center, a full service 40 acres of commercial development property is designated and zoned within the EDHSP to provide ~~ing~~ services for the surrounding residential developments.

The Bar J Ranch subdivision is located on the eastern boundary of the Plan Area. Approved in 1986, this residential development includes 503 lots within an area of approximately 267 acres, with an overall density of 1.9 dwellings per acre. Land immediately northeast of the Plan Area is within the approved Bridlewood Canyon development which will ultimately consist of 290 dwellings on 145 acres, resulting in a average density of 2.0 dwellings per acre. U.S. Highway 50 forms the southern boundary of the Plan Area. Land southeast of U.S. Highway 50 are designated Low Density Residential (LDR). The property to the southwest of the Plan Area, adjacent to U.S. Highway 50, is presently engaged in livestock grazing. The property is currently under Williamson Act Land Use Contract (Agricultural Preserve No. 71).

Existing land use surrounding the Plan Area is depicted on Figure 1-6

1.3.5 Infrastructure

Public infrastructure improvements, such as water and sewer trunklines, will connect with and/or be extended from adjoining development areas. ~~Water could be provided from the north via the Placerville Ridge Conduit and/or the Gold Hill Intertie.~~ will be supplied from the two existing Bass Lake Hills water tanks located in the eastern portion of the Plan Area. Sewer service will be provided at the Deer Creek and El Dorado Hills treatment plants via the Cameron Park and the Silva Valley intercept lines. (See Figure 5-1, Master Water System, and Figure 5-2, Sewer Plan)

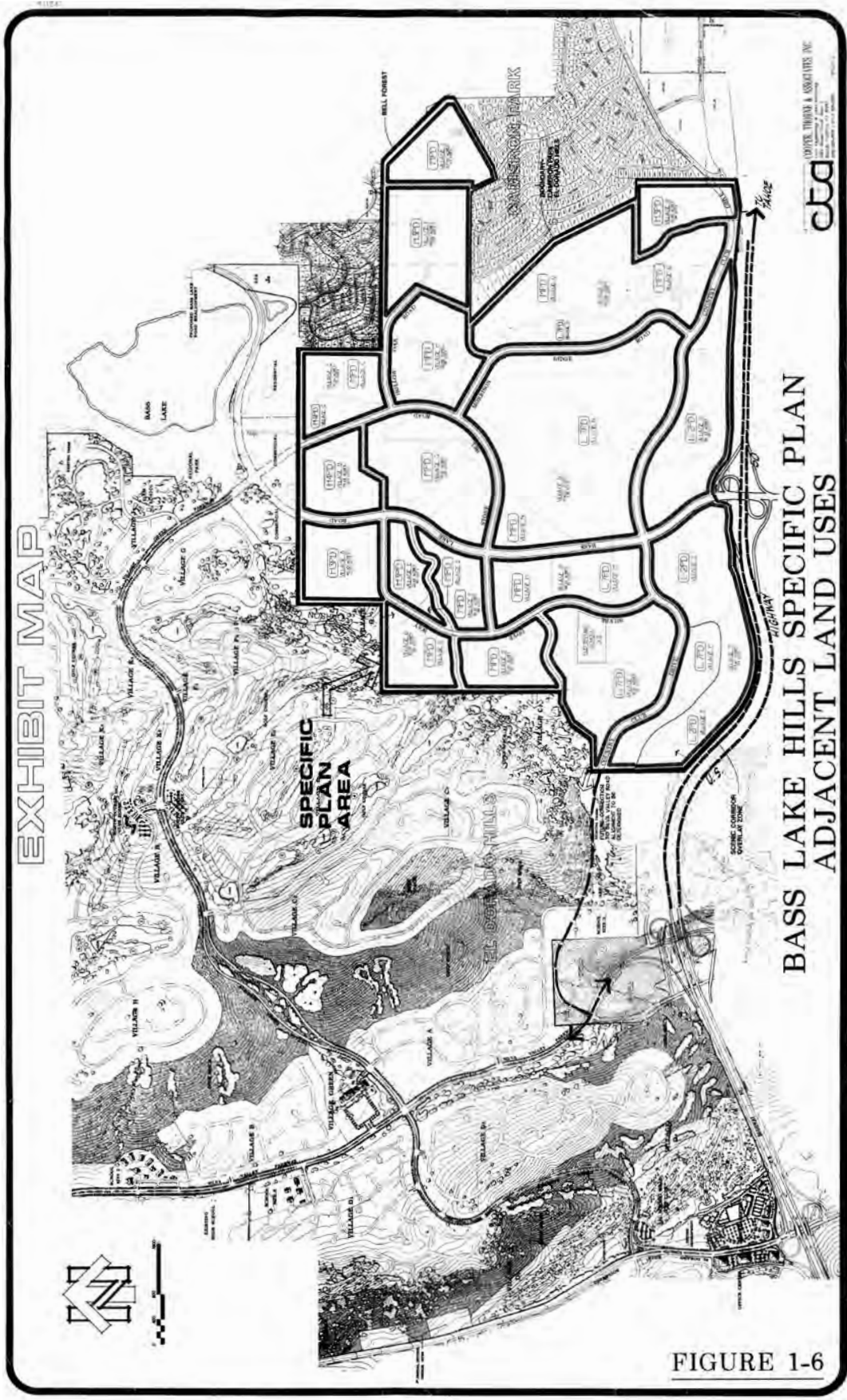
1.4 Legal Authority

Authorization for specific plans is found in California Government Code Section 65450 et seq. As specified by the State law, a specific plan must contain the following information:

- A. A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:*
- 1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.*
 - 2. The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land use described by the plan.*
 - 3. Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable.*
 - 4. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out paragraphs (1), (2) and (3).*
- B. The specific plan shall include a statement of the relationship of the specific plan to the general plan.*

The Plan contains all components required by the Government Code.

The Plan is intended to function in concert with the implementation program for mitigation measures adopted in the final EIR, and Addendum and any future adopted amendments to the specific plan. Authority for mitigation monitoring is contained in the California Environmental Quality Act (CEQA) Section 21081.6 of the California Public Resources Code (Mitigation Monitoring).



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2.0 VISION STATEMENT AND PLAN GOALS

2.1 INTENT OF THE EL DORADO COUNTY GENERAL PLAN

The Plan must be consistent with the County’s General Plan. According to the 2004 General Plan Land Use Map, the site is shown as adopted plan and all land use designations are shown and described in the adopted BLHSP and the adopted BLHSP Amendment (SPA) anticipated to accommodate residential development at various densities (Figure 2-1). The approximate developable acreage of the General Plan’s land use designations for the property are summarized

Table 2-1

General Plan Land Uses for the Bass Lake Area

General Plan Land Uses	Acres*	% of Site
Community Regions		
High Density Residential	138.16	11.84
Medium Density Residential	855.33	73.31
Rural Regions		
Low Density Residential	173.31	14.85
Totals	1,166.80	100.00
*Acreage figures excludes area occupied by Bass Lake Road.		

in Table 2-1.

2.2 VISION STATEMENT

The Plan vision has been shaped through a series of public workshops and hearings. The vision for the Plan is as follows:

1. Maintain and protect the Plan Area’s natural beauty and environmental quality, by maintaining natural landscape features and the rural character, while accommodating new residential and commercial development and necessary support uses;
2. Maintain a visual separation between the communities of Cameron Park and El Dorado Hills;
3. Maintain open space areas between villages, and along roadways and streams;
4. Provide a circulation system to serve the Plan Area that provides opportunities for circulation of vehicles, bicycles, and pedestrians;
5. Provide for a mix of housing types and densities designed for a range of home buyers;

6. Improve and expand park and recreational facilities throughout the Plan Area; ~~and~~
7. Minimize visual impacts in the foreground area adjacent to U.S. Highway 50;
8. Preserve historic cultural features including remnants of the old Lincoln Highway, the Clarksville Toll Road and native American cultural artifacts; and
9. Encourage the creation of job opportunities in the Plan Area.

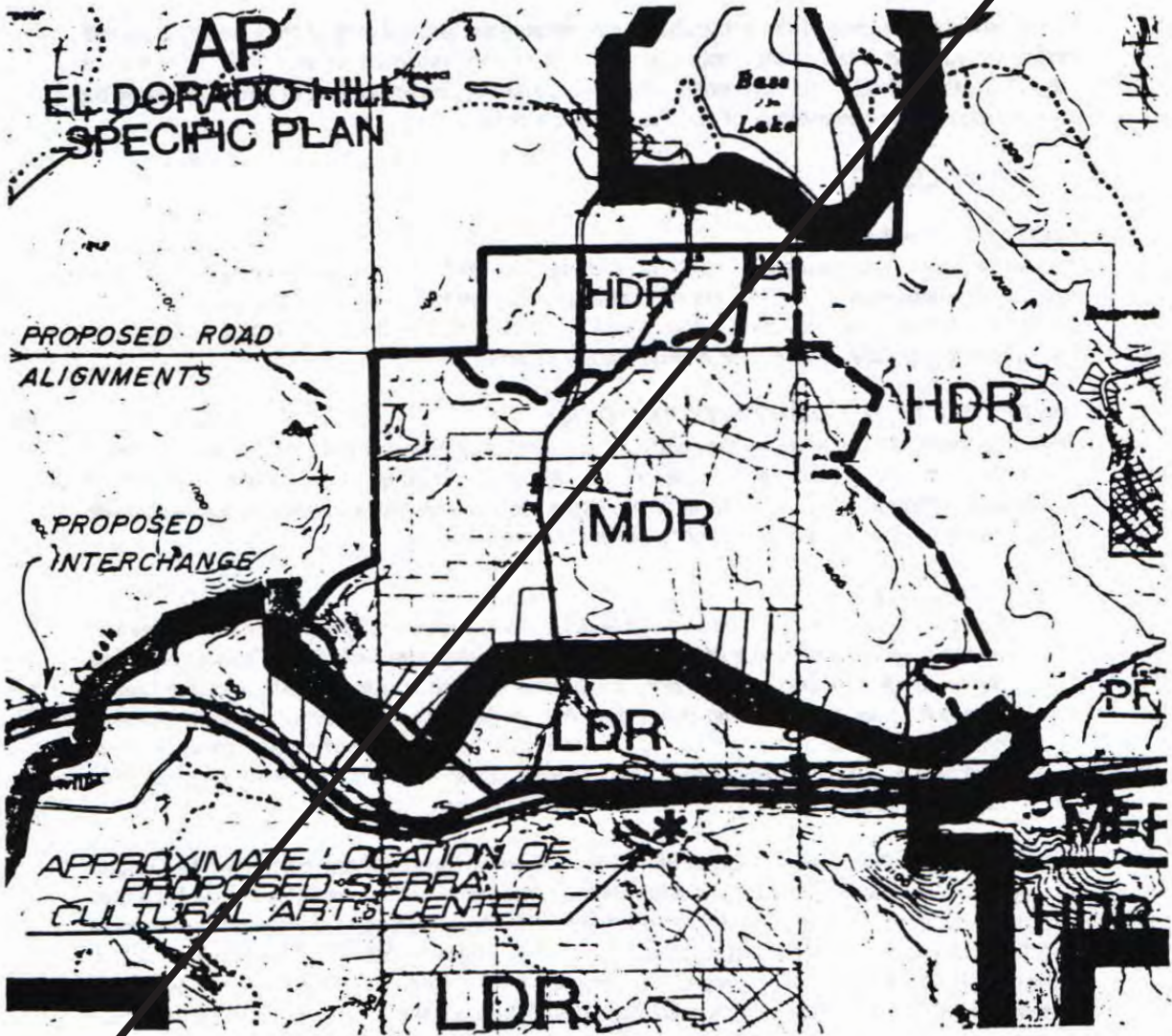
2.3 SPECIFIC PLAN GOALS

The Plan is intended to promote the ~~vision of the Plan~~ vision and the goals of the General Plan. Plan goals include the following:

1. To encourage comprehensively planned villages;
2. To create a functional, safe, and attractive residential community complimented by all necessary public facilities, and commercial services;
3. To create integrated open space and park amenities which enhance the quality of life for Plan Area residents;
4. To facilitate development, while respecting and conserving the natural resources of the Plan Area, that will continue to provide wildlife habitat;
5. To provide mechanisms for the implementation, funding, enforcement, and maintenance of all aspects of this Plan;
6. To provide for the perception of open space of the site within the viewshed of U.S. Highway 50;
7. To maintain visual and spacial separation between the Plan Area and the adjacent communities to the west and east;
8. To provide multi-family and commercial land uses adjacent to the Bass Lake Road/U.S. Highway 50 interchange to create Plan Area jobs, reduce traffic impacts and vehicle miles traveled, and increase community walkability.
9. To periodically update the BLHSP in order to incorporate new ideas in town planning;
10. To utilize sustainable design practices to reduce greenhouse gas emissions, water consumption and energy use;
11. To promote Agri-Tourism in the Plan Area.

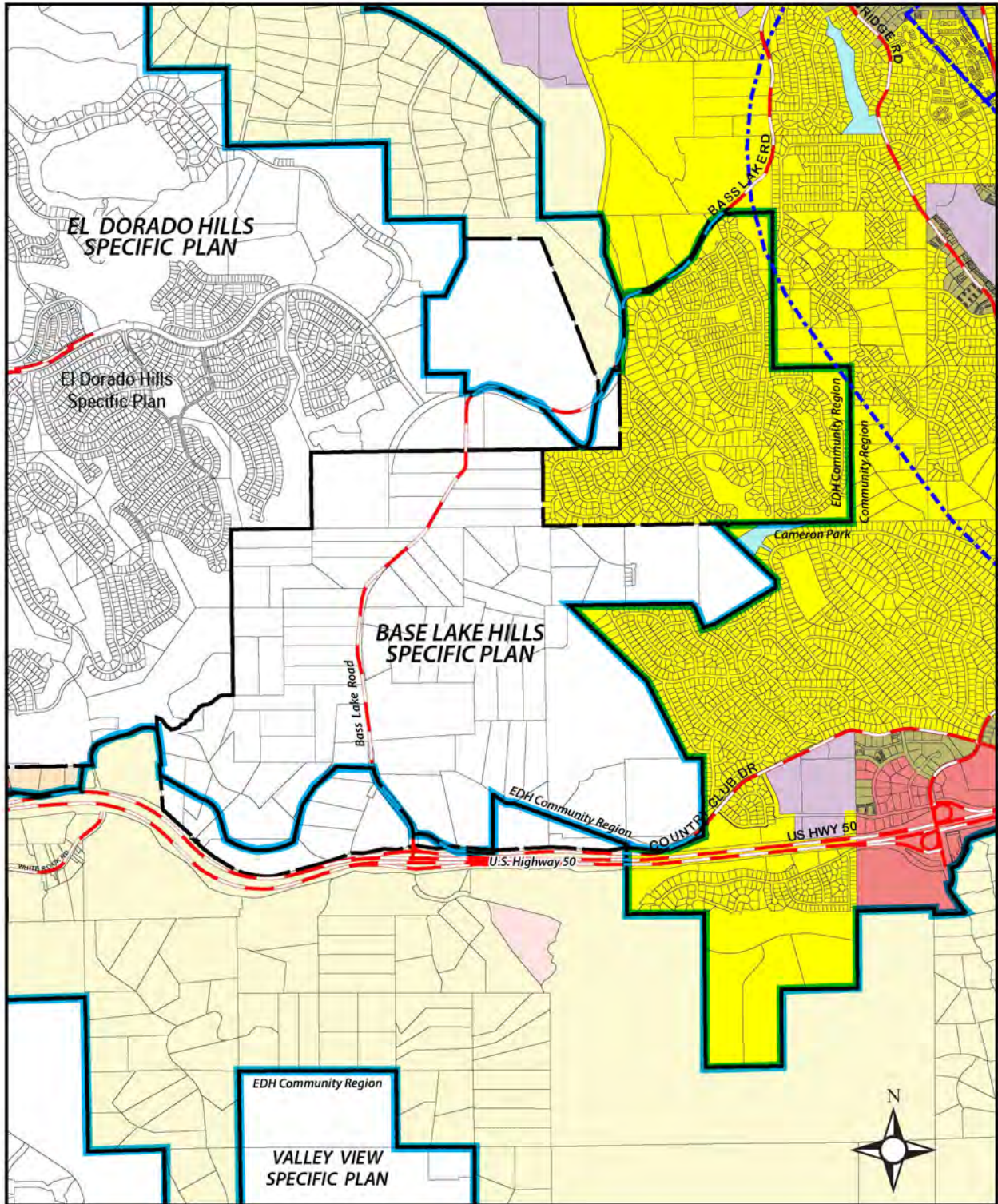
Figure 2-1

**General Plan Land Use Map
(Public Review Draft General Plan)**



HDR: High Density Residential (1-5 du/ac)
MDR: Medium Density Residential (1 du/1-5 ac)
LDR: Low Density Residential (1 du/5-20 ac)

Figure 2-2: 2004 General Plan Land Use Diagram



2.4 RELATIONSHIP TO THE EL DORADO COUNTY GENERAL PLAN

Government Code Section 65450 requires specific plans to include a statement of the relationship of the specific plan to the general plan. This section also states that a specific plan is prepared to implement the general plan. In addition, Section 65454 requires that a specific plan be consistent with the general plan. This section of the Bass Lake Hills Specific Plan describes the consistency of the Plan with the El Dorado County General Plan.

The following lists each of the applicable goals, objectives, and policies of the General Plan and describes how the Plan implements that policy or is otherwise consistent with its intent or requirements. The General Plan goals, objectives, and policies are shown in italics followed by a discussion of the consistency of the Plan with the policy.

LAND USE ELEMENT

GOAL 2.1: LAND USE

Protection and conservation of existing communities and rural centers; creation of new sustainable communities; curtailment of urban/suburban sprawl; location and intensity of future development consistent with the availability of adequate infrastructure; and mixed and balance uses that promote use of alternate transportation systems.

OBJECTIVE 2.1.1: COMMUNITY REGIONS

Provide opportunities that allow for continued population growth and economic expansion while protecting and preserving the character and extent of existing rural centers and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life and economic health of the County.

Policy 2.1.1.2

Establish Community Regions to define those areas which are appropriate for the highest intensity of self-sustaining compact urban-type development within the County, based on the municipal spheres of influence, availability of infrastructure, public services, major transportation corridors and travel patterns, the location of major topographic patterns and features, and the ability to provide and maintain appropriate transitions at Community Region boundaries. These boundaries shall be shown on the General Plan land use map.

Discussion: The Plan area is located within the underdeveloped eastern portion of El Dorado Hills (east of Serrano El Dorado) and adjacent to the west end of Cameron Park. The Plan area is located within the Community Region boundary with the exception of ~~the southern~~ portions of the Plan area within the foreground of the U.S. Highway 50 viewshed which is ~~are~~ located within the Rural Region. The property Plan Area is bounded on the south by U.S. Highway 50 and is bisected by Bass Lake Road which runs north/south through the project site connecting U.S. Highway 50 with Green Valley Road. Public water and sewer service is available to serve the development proposed. (El Dorado County General Plan).

GOAL 2.6: CORRIDOR VIEWSHEDS

Protection and improvement of scenic values along designated scenic road corridors.

OBJECTIVE 2.6.1: SCENIC CORRIDOR IDENTIFICATION

Identification of scenic and historical roads and corridors.

Policy 2.6.1.1

A Scenic Corridor Ordinance shall be prepared and adopted for the purpose of establishing standards for the protection of identified scenic local roads and State Highways. The ordinance shall incorporate standards that address at a minimum the following:

A. Mapped inventory of sensitive views and viewsheds within the entire County;

B. Criteria for designation of scenic corridors;

C. State Scenic Highway criteria;

D. Design guidelines for project site review, with the exception of single family residential and agricultural uses;

E. Identification of foreground and background;

G. Long distance viewsheds within the built environment;

H. Placement of public utility distribution and transmission facilities and wireless communication structures;

I. A program for visual resource management for various landscape types, including guidelines for and restrictions on ridegeline development;

J. Residential setbacks established at the 60 CNEL noise contour line along State highways, the local County scenic roads, and along the roads within the Gold Rush Parkway and Action Program;

K. Restrict sound walls within the foreground area of a scenic corridor; and

L. Grading and earthmoving standards for the foreground area.

Policy 2.6.1.3

Discretionary projects reviewed prior to the adoption of the Scenic Corridor Ordinance, that would be visible from any of the important public scenic viewpoints identified in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General Plan Draft Environmental Impact Report, shall be subject to design review, and Policies 2.6.1.4, 2.6.1.5, and 2.6.1.6 shall be applicable to such projects until scenic corridors have been established.

Policy 2.6.1.4

Commercial designations on U.S. Highway 50 interchanges will be considered for commercial development as part of the General Plan review pursuant to Policy 2.9.1.2.

Discussion: As part of the preparation of the review draft El Dorado County Scenic Highways Ordinance dated June 1992¹, a viewshed study was conducted which identified the foreground and background view sheds along U.S. Highway 50 from the City of Placerville to the El Dorado County/Sacramento border. Foreground viewsheds typically include specific features such as trees, rock outcropping, historic buildings, water features, etc. while background viewsheds include broader views of hills, valleys, ridgelines, etc.

Based on that study, Figure 1-3, shows portions of the Plan Area, south and north of Country Club Drive, as located in the foreground area. In addition to the Plan Area foreground and background viewsheds shown in Figure 1-3, Table 5.3-1 and Exhibit 5.3-1 of the 2004 El Dorado County General Plan draft Environmental Impact Report (2004 EIR) identified important public scenic viewpoints and highways within El Dorado County. Two important public scenic viewpoints in the vicinity of the Plan Area were identified: the first, identified as Location No. 1a, is a view of Marble Valley looking south from U.S. Highway 50 east of Bass Lake Road. The second significant scenic viewpoint, identified as Location 2c, is a view of the Sacramento valley looking west from U.S. Highway 50 approximately 1/4 mile west of the Bass Lake Road/ U.S. Highway 50 interchange. It is important to note that no important public scenic viewpoints looking north from U.S. Highway 50 to the Plan Area were identified in the 2004 EIR.

Land uses for that portion of the Plan Area located within the foreground viewshed of U.S. Highway 50 is located within the and Rural Region and is designated LDR, include Commercial (C), Multi-Family Residential (MFR), High Density Residential (H3-PD), Medium Density Residential (M-PD), Low Density Residential (L2-PD) and Open Space (OS) by the General Plan. The Plan designates this area Low Density Residential Planned Development (L2-PD), which allows for a maximum density of one dwelling unit per five acres. This is consistent with the General Plan and protects the foreground viewshed from U.S. Highway 50 by maintaining existing zoning and density. (El Dorado County General Plan, Bass Lake Hills Specific Plan Land Use Diagram). With the exception of the low density residential and open space land uses, the allowed density and building intensity of the other land uses may have a visual impact.

To evaluate and lessen potential visual impacts, all proposed development projects in the Plan Area are required to undergo design review through the Planned Development approval process. As required in Section 3.3, visual simulation depictions of any proposed development project are required to assist the County in evaluating potential visual impacts. Mitigation measures may be required as part of the approval process to lessen any significant visual impacts.

Consistent with General Plan Policy 2.6.1.4, the El Dorado County Board of Supervisors approved the commercial land use designation for a 26.2-acre property east of Bass Lake Road, immediately north of old Country Club Drive.

¹ An additional draft scenic corridor ordinance was prepared in 2008; however, to date, no scenic corridor ordinance has been approved by the El Dorado County Board of Supervisors.

TRANSPORTATION and CIRCULATION ELEMENT

GOALS AND POLICIES

The following sections set out goals and policies for roads and highways, transit, transportation systems management, non-motorized transportation, rail transportation, and air transportation

LEVELS OF SERVICE AND CONCURRENCY

In 1998, El Dorado County voters adopted an initiative measure known as Measure Y, the “Control Traffic Congestion Initiative.” The initiative added several policies to the former General Plan intended to require new development to fully pay its way to prevent traffic congestion from worsening in the County. The initiative provided that the new policies should remain in effect for ten years and that the voters should be given the opportunity to readopt those policies for an additional 10 years. The policies in this section reflect the voters’ intent in adopting Measure Y by (1) applying the Measure Y policies through 2008, (2) providing for the possible re-adoption of those policies in 2008, and (3) providing alternative policies that will take effect in 2009 if the Measure Y policies are not extended.

GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

Policy TC-Xa Except as otherwise provided, the following TC-Xa policies shall remain in effect indefinitely, unless amended by voters:

1. Traffic from residential development projects of five or more units or parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.
2. The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County’s list of roads from the original Table TC-2 of the 2004 General Plan that are allowed to operate at Level of Service F without first getting the voters’ approval.
3. intentionally blank (Resolution 125-2019, August 6, 2019)
4. intentionally blank (Resolution 159-2017, October 24, 2017)
5. The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.

6. intentionally blank (Resolution 159-2017, October 24, 2017)
7. Before giving approval of any kind to a residential development project of five or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.

Discussion: The Circulation Plan sets forth the location and design of the internal roadway system. Streets and roads will be constructed concurrently with the development of the Plan area. Appropriate road right-of-way will be acquired for Bass Lake Road to permit future expansion to four lanes. (Section 4.0)

~~OBJECTIVE 3.2.1: CONCURRENCY~~

~~Ensure that safe and efficient transportation and circulation facilities are provided for concurrently with new development.~~

~~Policy 3.2.1.1~~

~~Development proposals shall be reviewed to determine if significant traffic impacts or reductions in Level of Service (LOS) per Policy 3.5.1.5.11 will occur to existing public roads as a result of the proposed project. Project proponents shall be required to make necessary road improvements or to pay a traffic impact mitigation fee (TIM), or some combination of both, to accommodate increases in traffic caused by the proposed project.~~

~~Policy 3.2.1.2~~

~~Development review shall consider the adequacy of public and private roads for emergency vehicle access and for off-site traffic impacts. Inadequate roads shall be improved through such measures as "area of benefit" districts, fees, project approval conditions, assessment districts, or other means. Where no improvement or other acceptable mitigation measures are proposed to alleviate project induced situations concurrent with development, land development projects shall be denied.~~

~~Policy 3.2.1.3~~

~~All developments may be required to either improve street frontage, dedicate land for road right-of-way, provide road improvements, enter into a street improvement agreement, pay fees, provide appropriate mitigation for alternative transportation modes, or provide a combination of the above as may be appropriate for the project.~~

GOAL TC-3: To reduce travel demand on the County's road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.

Policy TC-3c The County shall encourage new development within Community Regions and Rural Centers to provide appropriate on-site facilities that encourage employees to use alternative transportation modes.

The type of facilities that may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.

NON-MOTORIZED TRANSPORTATION

The non-motorized transportation system includes bicycle facilities, sidewalks and pathways for pedestrians, and recreational trails for hiking and equestrian use. Policies regarding the latter are set forth in the Parks and Recreation Element.

GOAL TC-4: To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes.

Policy TC-4h Where hiking and equestrian trails abut public roads, they should be separated from the travel lanes whenever possible by curbs and barriers (such as fences or rails), landscape buffering, and spatial distance. Existing public corridors such as power transmission line easements, railroad rights-of-way, irrigation district easements, and roads should be put to multiple use for trails, where possible.

Policy TC-4i Within Community Regions and Rural Centers, all development shall include pedestrian/bike paths connecting to adjacent development and to schools, parks, commercial areas and other facilities where feasible. In Rural Regions, pedestrian/bike paths shall be considered as appropriate.

GOAL 3.10. REDUCE VEHICLE DEMAND

Reduce the level of demand on County roadways through the implementation of policies and programs that minimize congestion and improve level of service.

OBJECTIVE 3.10.1. TRANSPORTATION ALTERNATIVES

Promote the development of strategies that increase the capacity of the highway system, reduce the level of demand placed on the system, or spread the period of peak demand.

Policy 3.10.1.1

Transportation alternatives, which are cost-effective, shall be strongly encouraged. A public transit system linking employment, shopping areas, and schools with residential areas should be developed.

Policy 3.10.1.3

The County shall continue to work with employers, residents, and other agencies to encourage increased car pools, van pools, and park-and-ride lots.

Policy 3.10.1.4

Bus stops and turnouts shall be considered for inclusion into new developments.

Policy 3.10.1.5

Project review shall take into account all forms of transportation and circulation systems, including rail, bicycle trails, pedestrian paths, equestrian easements, off-site and on-site parking where appropriate.

Discussion: The Plan is designed to accommodate a variety of transportation options. A park and-ride lot is provided at the northwest corner of Bass Lake Road and U.S. Highway 50. The Plan area will be provided non-vehicular access facilities, including a bicycle/pedestrian path along Bass Lake Road, bicycle paths along all local collector streets, and trails within public open space areas and parks. The Plan will also provide for the completion of the section of the Mormon-Carson National Historic Trail via the historic Clarksville Toll Road in conformance with the El Dorado County Hiking & Equestrian Trails Master Plan. (Section 4.0)

HOUSING ELEMENT**SECTION 5: HOUSING GOALS, POLICIES, AND IMPLEMENTATION PROGRAM****GENERAL HOUSING POLICIES**

These policies are targeted toward supporting and increasing the supply of housing affordable to lower-income households by providing broad guidance in the development of future plans, procedures, and programs and by removing governmental constraints to housing production. They also attempt to foster increased communication and cooperation among stakeholders.

GOAL HO-1: To provide for housing that meets the needs of existing and future residents in all income categories.

Policy HO-1.1 When adopting or updating programs, procedures, or Specific Plans or other planning documents, the County shall ensure that the goals, policies, and implementation programs are developed with the consideration of achieving and maintaining the County's regional housing allocations.

Policy HO-1.5 The County shall direct higher-density residential development to Community Regions and Rural Centers.

Policy HO-18 The County shall encourage mixed-use projects where housing is provided in conjunction with compatible nonresidential uses. Such housing shall be allowed by right, subject to appropriate site development standards.

~~GOAL 4.1: HOUSING OPPORTUNITIES~~

~~A variety of housing opportunities by type, tenure, price, and neighborhood character to ensure the availability of decent housing within a suitable residential environment for all residents, regardless of income, race, gender, age, or any other arbitrary factor.~~

~~OBJECTIVE 4.1.1: HOUSING NEEDS~~

~~Attainment of the County's projected share of the regional housing needs.~~

~~Policy 4.1.1.2~~

~~Specific plans need to address and provide for affordable housing~~

Discussion: The Plan provides for a wide range of single-family and multi-family residential densities which will accommodate a range of income levels from low, moderate, ~~to~~ and above moderate, including worker housing. The Plan anticipates the development of single-family attached units at the northern portion of the Plan area adjacent to the future commercial area. (Section 3.0)

~~OBJECTIVE 4.2.3: PLANNED DEVELOPMENTS~~

~~Use of planned developments to allow design flexibility and creativity to produce affordable housing~~

~~Policy 4.2.3.1~~

~~Use of the Planned Development (PD) Combining Zone District shall be promoted to allow greater flexibility in development standards to encourage developers to include low and moderate income housing within residential developments.~~

Discussion: The application of the PD Combining Zone District will be required for the development of the entire Plan area to permit clustering, creation of open space, and allow for innovative design. Permitted flexibility in development standards should help reduce housing prices. (Section 3.3)

PUBLIC SERVICES AND UTILITIES ELEMENT

PROVISION OF PUBLIC SERVICES

GOAL 5.1: PROVISION OF PUBLIC SERVICES

Provide and maintain a system of safe, adequate, and cost-effective public utilities and services; maintain an adequate level of service to existing development while allowing for additional growth in an efficient manner; and, ensure a safe and adequate water supply, wastewater disposal, and appropriate public services for rural areas.

OBJECTIVE 5.1.2: CONCURRENCY

Ensure that adequate public services and utilities, including water supply, wastewater treatment and disposal, solid waste disposal capacity, storm drainage, schools, fire protection, police protection, and ambulance service are provided concurrent with discretionary development or through other mitigation measures provided.

Ensure through consultation with responsible service and utility purveyors that adequate public services and utilities, including water supply, wastewater treatment and disposal, solid waste disposal capacity, storm drainage, fire protection, police protection, and ambulance service are provided concurrent with discretionary development or through other mitigation measures provided, and ensure that adequate school facilities are provided concurrent with discretionary development to the maximum extent permitted by State law. It shall be the policy of the County to cooperate with responsible service and utility purveyors in ensuring the adequate provision of service. Absent evidence beyond a reasonable doubt, the County will rely on the information received from such purveyors and shall not substitute its judgment for that of the responsible purveyors on questions of capacity or levels of service.

Policy 5.1.2.1

Prior to the approval of any discretionary development, the approving authority shall make a determination of the adequacy of the public services and utilities to be impacted by that development. Where according to the purveyor responsible for the service or utility as provided in Table 5-1 of the General Plan, demand is determined to exceed capacity, the approval of the development shall be conditioned to require expansion of the impacted facility or service to be available concurrent with the demand, mitigated, or a finding made that a CIP project is funded and authorized which will increase service capacity.

Policy 5.1.2.2

Provision of public services to new discretionary development shall not result in a reduction of service below minimum established standards to current users pursuant to Table 5.1 of the General Plan. The following Levels of Service shall apply to the review of discretionary projects.

Policy 5.1.2.3

New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. Lack of available public or private services or adequate infrastructure to serve the project which cannot be satisfactorily mitigated shall be grounds for denial of any project or cause for the reduction of size, density, and/or intensity otherwise indicated on the General Plan land use map and to the extent allowed by State law.

Discussion: The Plan includes a Public Facility Financing Plan (PFFP) to ensure adequate funding of infrastructure needed to support Plan Area development and to ensure that new development pays its share of infrastructure improvements. (Section 9.4)

OBJECTIVE 5.1.3: EFFICIENT DEVELOPMENT PATTERN

Promote a development pattern that permits the efficient delivery of public services in a cost effective manner.

Policy 5.1.3.1

Growth and development and public facility expenditures shall be primarily directed to Community Regions and Rural Centers.

Discussion: The Plan area is located within the Community Region boundary with the exception of the southern portions of the Plan area located within the foreground of the U.S. Highway 50 viewshed which is are located within the Rural Region. The property is bounded on the south by U.S. Highway 50 and is bisected by Bass Lake Road which runs north/south through the project site connecting U.S. Highway 50 with Green Valley Road. Public water and sewer service is available to serve the development proposed. (El Dorado County General Plan)

AGRICULTURAL AND FORESTRY ELEMENT

GOAL 8.1: AGRICULTURE LAND CONSERVATION

Long-term conservation and use of existing and potential agricultural lands within the County, and limiting the intrusion of incompatible uses into agricultural lands.

OBJECTIVE 8.1.3: PROTECTION OF AGRICULTURAL LANDS

Protection of agricultural lands from adjacent incompatible land uses.

Policy 8.1.3.1

Agriculturally-zoned lands, including Williamson Act Contract properties, shall be buffered from increases in density on adjacent lands by requiring a minimum of ten (10) acres for any parcel created adjacent to such lands. ~~Those parcels used to buffer agriculturally-zoned lands shall have the same width to length ratio of other parcels.~~

Discussion: The Plan provides that development of those lands adjacent to agricultural lands shall maintain 10-acre minimum lot sizes to reduce conflicts with agricultural uses. (Section 7.3)

3.0 LAND USE PLAN

3.1 Specific Plan Land Use Summary

The Plan provides comprehensive policy direction and public facility plans for the development of the 1,196.14-acre Plan Area. Ultimately, the Plan Area will accommodate a maximum of 2,180 ~~1,458~~ dwellings and a population of approximately 5,701 ~~4,811~~ persons (based on the County average of 2.8 ~~3.3~~ persons per single family dwelling unit and 2.3 persons per multi-family dwelling unit)¹ within eighteen separate, inwardly-oriented villages. Additionally, the Plan allows for the development of a maximum of 271,000 square feet of commercial development.

The Specific Plan Land Use Diagram is illustrated in Figure 3-1. A tabular summary of Plan land use is provided in Table 3-1 and a summary of village residential densities is shown in Table 3-2.

3.2 Land Use Concept

The Plan provides for distinct residential and commercial villages that provide for a range of housing types and densities and commercial development intensities. The entire Plan Area is divided into ~~a series of~~ eighteen (18) discrete villages defined by major streets and open space areas. Villages are inwardly focused and have limited opportunities for through vehicular traffic. The potential number of dwellings in each village ranges from 10 to 240.

Single family village densities range from 1 du/5 ac to 4 du/ac and vary throughout the Plan Area. Maximum multi-family village densities vary from 5 du/ac to 24 du/ac. Maximum average densities (4 du/ac) are proposed at the north end of the Plan Area, adjacent to a future the Sienna Ridge commercial center site within the EDHSP. Medium densities (1 du/ac) occur in a radial pattern away from the ~~EDHSP Sienna Ridge commercial retail center area.~~ The LPD designation is introduced to specifically avoid sensitive visual, oak woodland and riparian resources and to provide a means to cluster development to enhance opportunities for more efficient infrastructure service. Portions of the U.S. Highway 50 foreground, 1 du/5 acres, is the maximum allowable density. The multi-family land use sites will provide housing opportunities for El Dorado County senior citizens and lower income workers and families.

Consistent with General Plan Policy 2.6.1.4, the area immediately north of U.S. Highway 50 and east of Bass Lake Road is designated for Commercial Planned Development to accommodate visitor serving uses such as hotels, event centers, retail shops, and restaurants.

A Conceptual Site Plan is provided in Figure 3-2 for purposes of illustrating the potential lotting pattern and placement of residential units following the development of the Plan area.

¹ Refer to Table 2-2 Land Use Densities and Residential Population Ranges in the Amended 2004 General Plan.

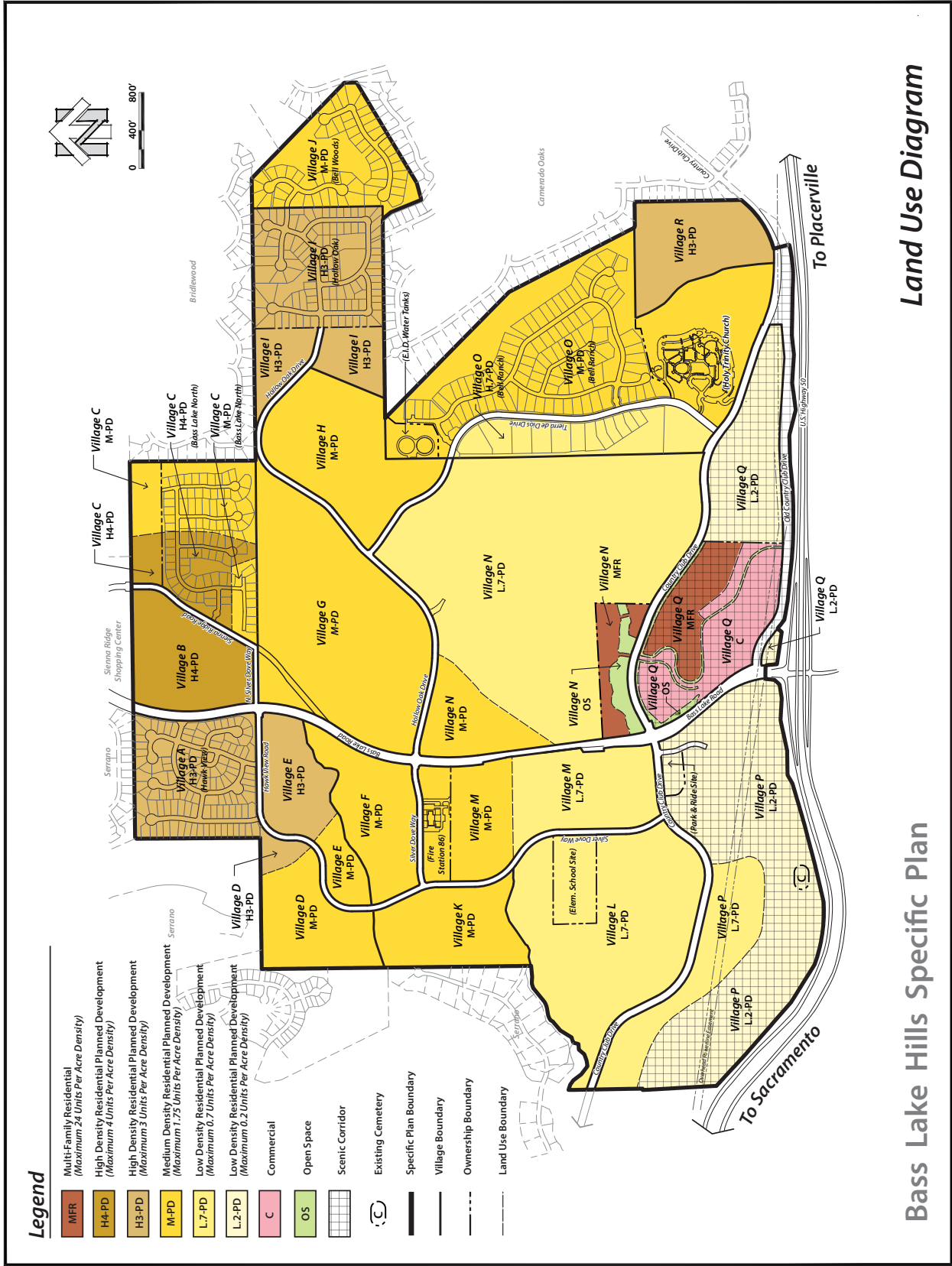


Figure 3-1: Land Use Diagram

Land Use Diagram

Bass Lake Hills Specific Plan

Torrence Planning 12-15-23

**Table 3-1
Bass Lake Hills Specific Plan Land Use Summary Table**

Land Use	Description	Net Area (Acres)	Density (Du/Ac)	Dwelling Units [3]	Population [4]	Commercial Bldg. Area [5]
<u>MFR</u>	<u>Multi-Family Residential</u>	<u>23.00</u>	<u>20.17</u>	<u>464</u>	<u>1,067</u>	
H4PD	High Density Residential	49.04 <u>46.02</u>	3.69 3.69	181 <u>160</u>	597 <u>448</u>	
H3-PD	High Density Residential	148.65 <u>143.65</u>	2.45 2.45	364 <u>351</u>	1,201 <u>984</u>	
MPD-PD	Medium Density Residential	437.09 <u>418.66</u>	1.50 1.50	655 <u>627</u>	2,162 <u>1,757</u>	
L.7-PD	Low Density Residential	360.92 <u>330.73</u>	0.62 0.62	225 <u>205</u>	743 <u>575</u>	
L.2-PD	Low Density Residential	171.14 <u>123.14</u>	0.19 0.19	33 <u>23</u>	109 <u>65</u>	
<u>C</u>	<u>Commercial [5]</u>	<u>26.20</u>		<u>350</u>	<u>805</u>	<u>271,00 SF</u>
<u>OS</u>	<u>Open Space</u>	<u>7.60</u>				
Bass Lake Road		15.95				
<u>Major Circulation [2]</u>		<u>77.14</u>				
<u>Totals</u>		<u>1,196.14</u>		<u>2,180</u>	<u>5,701</u>	<u>271,00 SF</u>

[1] Included in residential net area (acres) for density calculation purposes.

[2] Bass Lake Road, Country Club Drive, Old Country Club Drive, Silver Dove Way, Hawk View Road, Sienna Ridge Road, Hollow Oak Drive and Tierra de Dios Drive.

[3] Maximum number of dwelling units allowed in the BLHSP.

[4] ~~1995 BLHSP based on 3.3 persons per dwelling unit. Amended BLHSP based on 2.8 persons per single family dwelling unit and 2.3 for multi-unit (2004 General Plan Table 2-2).~~

[5] Mixed Use development is allowed per General Plan Policies 2.1.1.3 and 2.2.2.5. 5.0 acres of commercial land use reserved for a mixed use senior housing development of 150 residential units and 10,000 sq. ft. of commercial development. 6.9 acres of commercial land use reserved for a mixed use development project consisting of 80,000 sq. ft. of commercial use and 200 apartment/condominium residential dwelling units.

BLHSP Required Uses Not Shown in Table 3-1 [1]

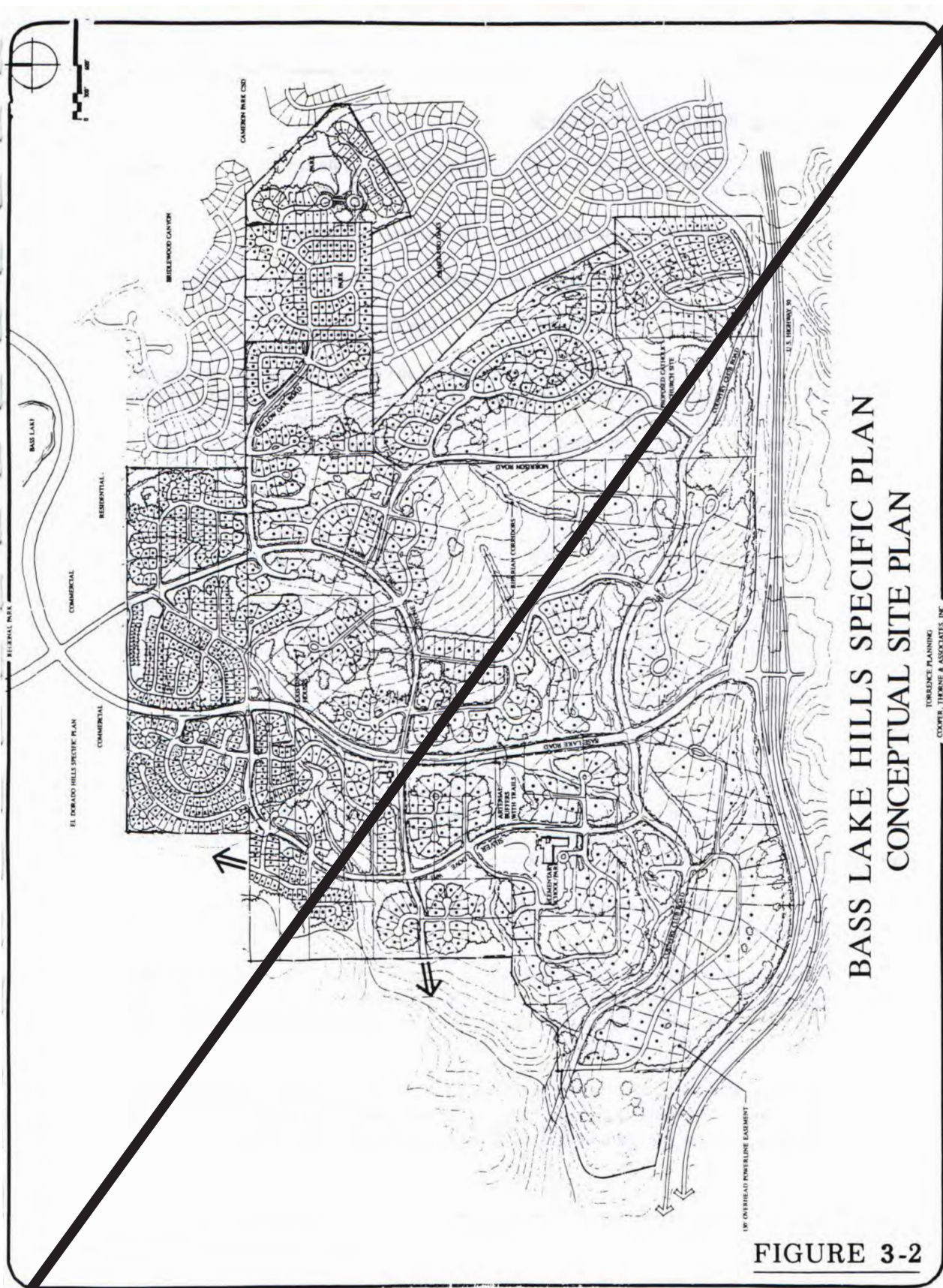
Required Open Space [1]	151.15 <u>143.55</u>
School (One Elementary School) [1]	9.20 <u>10.00</u>
Bass Lake Road	15.95
Local Collectors	44.75
Park & Ride Site [1]	1.00 <u>2.23</u>
Fire Station Site [1]	1.50 <u>10.00</u>
Parks (Acreage parks based on a standard of 5-acres per 1,000 population). [6]	<u>31.09</u>

[6] Based on 3.3 persons per single family dwelling unit and 2.1 persons per multi-family dwelling unit (El Dorado County Codes Section 120.12.090)

**Table 3-2
Summary of Residential Village Densities**

Village	Acres		Gross Density (Du/Ac)		Dwelling Units		Population	
A	38.83	<u>37.17</u>	2.99	<u>3.12</u>	116		383	<u>325</u>
B	34.53	<u>33.05</u>	4.00	<u>4.18</u>	138		455	<u>386</u>
C	38.15	<u>36.51</u>	4.91	<u>2.00</u>	73		241	<u>204</u>
D	31.28	<u>29.94</u>	4.85	<u>1.94</u>	58		491	<u>162</u>
E	23.42	<u>22.42</u>	4.96	<u>2.05</u>	46		452	<u>129</u>
F	28.11	<u>26.90</u>	4.74	<u>1.82</u>	49		462	<u>137</u>
G	78.84	<u>75.46</u>	4.61	<u>1.68</u>	127		419	<u>356</u>
H	54.38	<u>52.05</u>	4.75	<u>1.83</u>	95		314	<u>266</u>
I	60.38	<u>57.79</u>	2.34	<u>2.44</u>	141		465	<u>395</u>
J	34.28	<u>32.81</u>	4.58	<u>1.65</u>	54		478	<u>151</u>
K	34.59	<u>33.11</u>	4.71	<u>1.78</u>	59		495	<u>165</u>
L2	85.24	<u>81.59</u>	0.67	<u>0.70</u>	57		488	<u>160</u>
M	56.08	<u>53.68</u>	4.11	<u>1.15</u>	62		205	<u>174</u>
N	204.52	<u>195.75</u>	0.68	<u>0.72</u>	140	<u>237</u>	462	<u>530</u>
O	134.21	<u>128.46</u>	0.98	<u>1.03</u>	132		436	<u>370</u>
P	121.53	<u>116.32</u>	0.32	<u>0.34</u>	39		429	<u>109</u>
Q	84.08	<u>80.48</u>	0.19	<u>0.20</u>	46	<u>641</u>	53	<u>1525</u>
R	26.65	<u>25.51</u>	2.10	<u>2.20</u>	56		485	<u>157</u>
Subtotal	1166.81	<u>1,119.00</u>	4.25	<u>1.30</u>	1,458	<u>2,180</u>	4,813	<u>5,701</u>
Major Circulation [1]		<u>77.14</u>						
Totals		<u>1,196.14</u>			<u>4,458</u>	<u>2,180</u>	<u>4,813</u>	<u>5,701</u>

[1] Bass Lake Road, Country Club Drive, Old Country Club Drive, Silver Dove Way, Hawk View Road, Sienna Ridge Road, Hollow Oak Drive, & Tierra de Dios Drive.



3.3 Residential & Commercial Development Standards

1. All village PDs shall include a visual simulation of project design from the following travel-way vantage points:
 - a. U.S. Highway 50 and Bass Lake Road eastbound off-ramp;
 - a. U.S. Highway 50 eastbound and El Dorado Hills Boulevard off-ramp; and
 - a. U.S. Highway 50 westbound at the former Crazy Horse Campground.
2. “Conservation setbacks” which include open space and conservation easements, recorded non-building setbacks, or any other method to permanently set aside property for the purposes of natural resources conservation shall be the primary method of protection for such resources. Commonly held open space areas within a PD can also be used to establish natural resource conservation areas.

“Conservation easements,” as described in this Plan, require the restriction of development rights within a defined area to a public agency such as the County or the Community Services District (CSD). Commonly owned open space is owned and maintained by the homeowners association of the subdivision. It is a separate lot with a deed restriction restricting improvements to trails, public utilities and recreational facilities. A conservation easement or commonly owned open space does not, in and of itself, provide for access by the general public. Public access is provided only where public access easements are recorded, generally in conjunction with a pedestrian pathway. Also see Section 9 .1. 7 regarding conservation easements.

3. General Plan Implementation Program Measure LU-A requires the County to review the Zoning Ordinance (Title 17 of the El Dorado County Code) to identify revisions that accomplish the following: Provide a Neighborhood Services zone district [refer to General Plan Policy 2.2.5.8]. This policy intentionally left blank in the General Plan. Neighborhood service zones within villages shall be permitted per Land Use Element Policy 2.3.9 of the General Plan. Non-residential uses such as daycare facilities, churches and group homes will be permitted within parcels identified for neighborhood service uses in accordance with the Neighborhood Services zone when established by the County Zoning Ordinance. Such facilities will be designed and constructed consistent with Plan Area design guidelines. Said facilities shall locate on comer lots at road intersections.
4. Newly subdivided residential lots shall not have direct access to urban collectors or primary local roads.
5. Villages shall be separated from Bass Lake Road, Country Club Drive, and primary local road pavement by landscape easements and unpaved right-of-way areas or berms which conform to Section 8.6, Design Guidelines, and the El Dorado Hills Community Services

District (EDHCSD) Landscaping Guidelines:

6. Villages shall be zoned to include the PD Zone District overlay prior to development. Clustering of residential units shall be encouraged in order to maximize land use while conserving natural site features and resources and creation of open space.
7. Parking requirements shall comply with ~~Chapter 17.18~~, Section 130.35.030 Off-Street Parking and Loading Requirements of the El Dorado County Code. The use of common parking areas within villages is encouraged.
8. To preserve the natural appearance of the hillside in 20-30 percent slope areas, solid fences shall not be used, except within recorded building envelopes. Open fencing, such as wire, wrought iron and split rail, is permitted outside the building envelope.
9. ~~As part of any subdivision application, the pre-designating and zoning of lands neighbor-~~
hood service shall occur at a ratio of 2 acres per 40 units.

4.0 CIRCULATION

Provision for safe and efficient movement of vehicles, bicyclists, and pedestrians is essential to development of the Plan Area. This section describes the major vehicular and non-vehicular circulation elements which are common to all Plan area development. The street alignments and designs shown in this section are intended to accommodate the ultimate development of the Plan area at the densities described in the EIR and Section 3.0.

The Plan provides for three levels of roadway, as follows:

1. Urban collectors (Bass Lake Road and Country Club Drive), Figure 4-2;
2. Primary local roads, Figure 4-3; and
3. Secondary local roads, Figure 4-4.

The following non-vehicular access facilities are provided:

1. Class 1 combined bicycle/pedestrian path along Bass Lake Road;
2. Class 2 bicycle lane along all primary local roads;
3. All-weather pedestrian trails within all public open space and intermittent stream and drainage corridors;
4. Class 1 combined bicycle/pedestrian/equestrian trail within a public access easement along the historic Clarksville Toll Road alignment; and
5. Sidewalks or pedestrian paths on both sides of all primary local roads as shown on Figure 4-3.

Additional circulation improvements include a park-and-ride lot adjacent to U.S. Highway 50 and provision for bus stops throughout the Plan Area.

Figure 4-1, Circulation Plan, shows all urban collectors, primary local roads, and all pedestrian facilities.

Policies pertinent to Plan Area circulation are provided in Section 4.0. The cost and possible methods of financing construction of street improvements are described in Section 9.0.

4.1 Bass Lake Road

Bass Lake Road, an all inclusive 100-foot-wide right-of-way, is the principal road in the Plan area. Bass Lake Road will be improved as a two-lane road with appropriate right-of-way acquisition for the future expansion to a four-lane road. Serrano Parkway to Silva Valley Road will serve as arterials to encourage the flow of traffic to the Silva Valley Interchange. This will permit better access and utilization of the proposed Multi-Modal Transit Facility to be located at White Rock Road and Latrobe Road.

Bass Lake Road will continue to serve as the primary means of entry and exit, connecting north of Bass Lake to Green Valley Road and to U.S. Highway 50 on the south.

Right-of-way acquisition and construction will be achieved through the TIM fee program and/or dedications.

As shown in Figure 4-1, Circulation Plan, the northern segment of Bass Lake Road within the Plan area will be realigned in a westerly direction.

As shown in Figure 4-2, the Bass Lake Road right-of-way and adjoining landscape easement will include the following components:

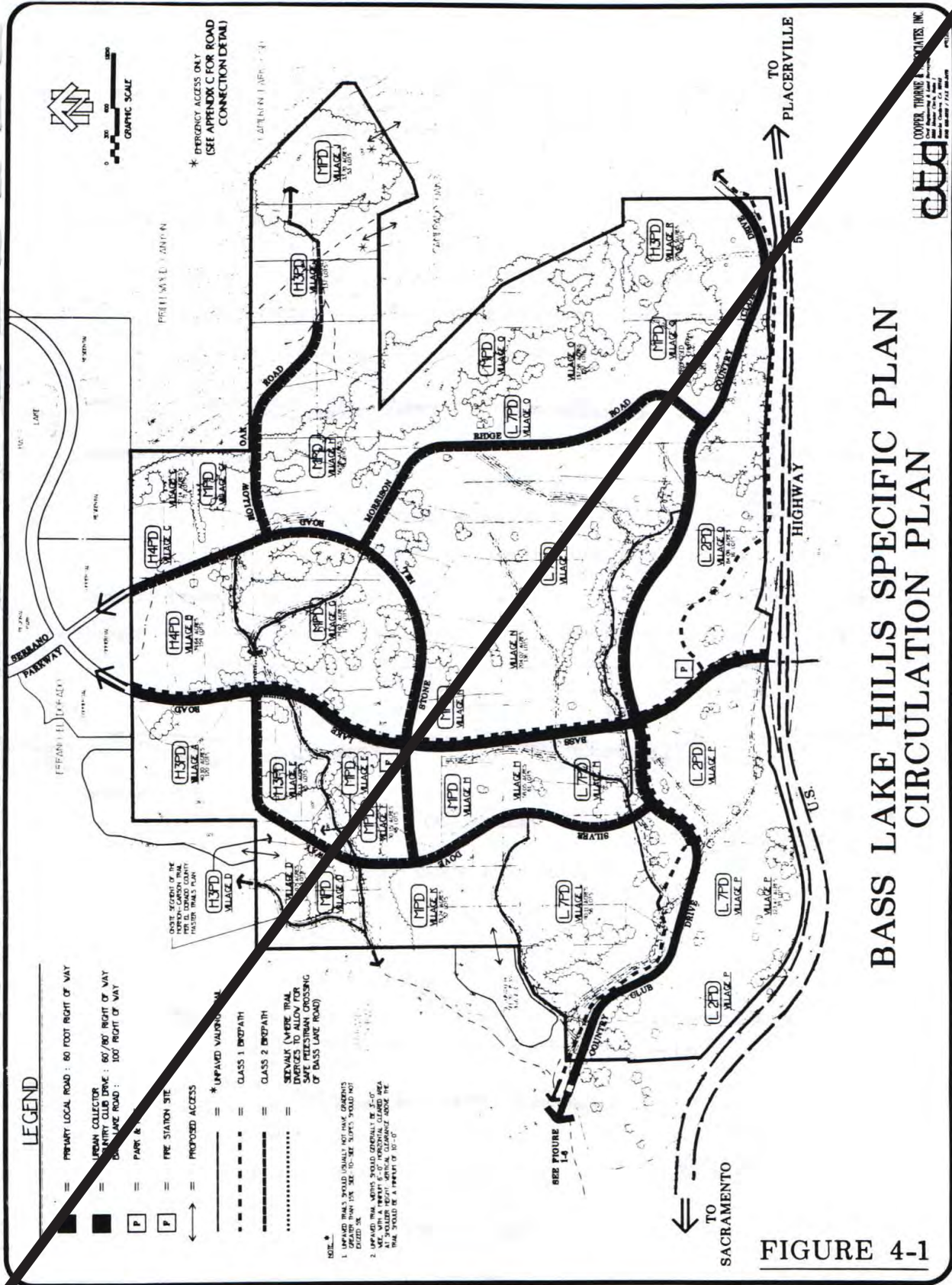
Bass Lake Road (Urban Collector)

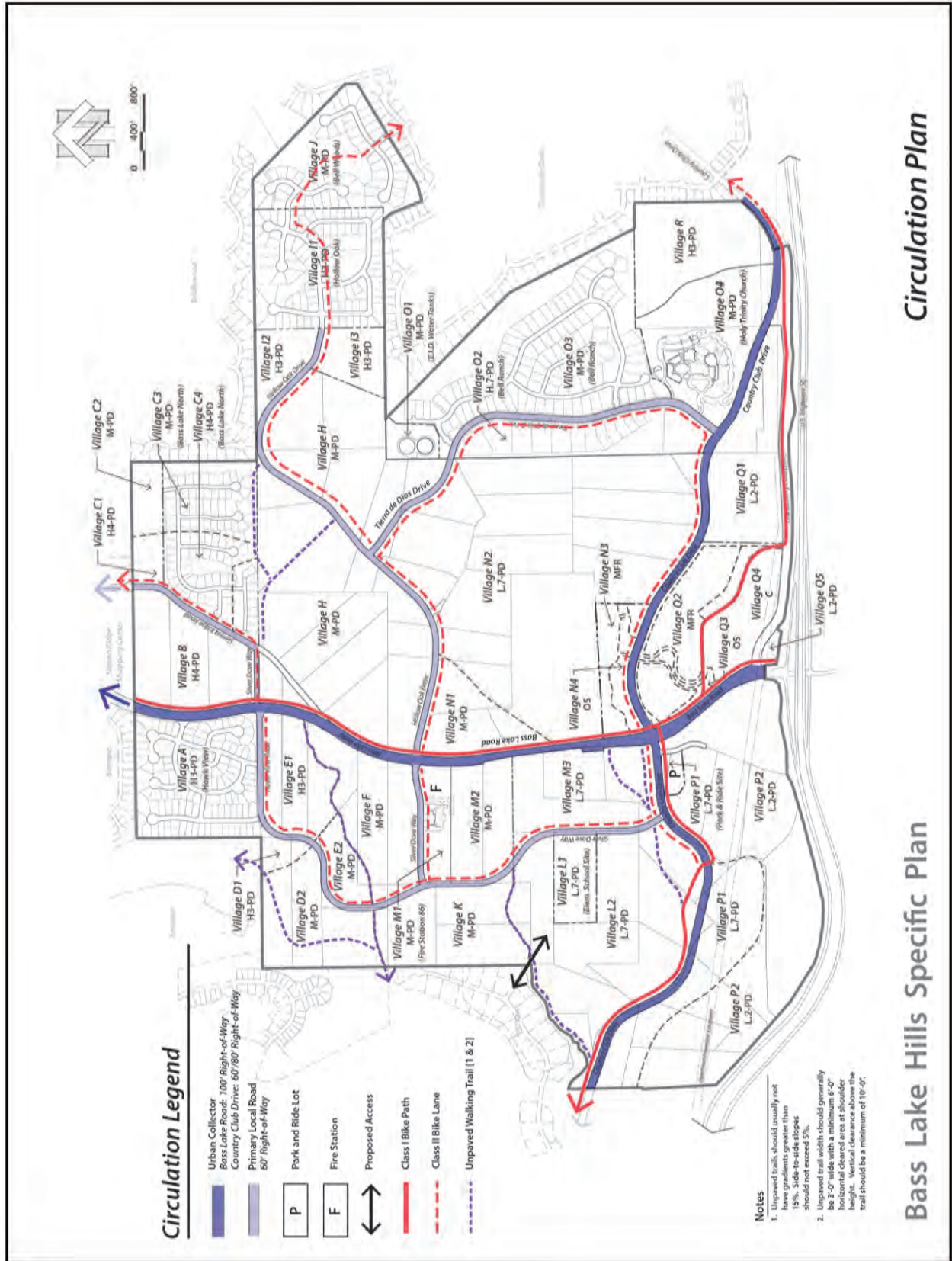
- 8-foot Class 1 bicycle path.
- 6-foot meandering walk.
- 8-foot minimum landscaped median.
- Roadside ditches and/or curb and gutter as shown.

Also as shown in Figure 4-2, the Country Club Drive right-of-way and adjoining landscape easement will include the following components:

Country Club Drive (Urban Collector)

- 6-foot meandering walk.
- Adjacent Class I bicycle path where shown.
- Roadside ditches and/or curb and gutter as shown.



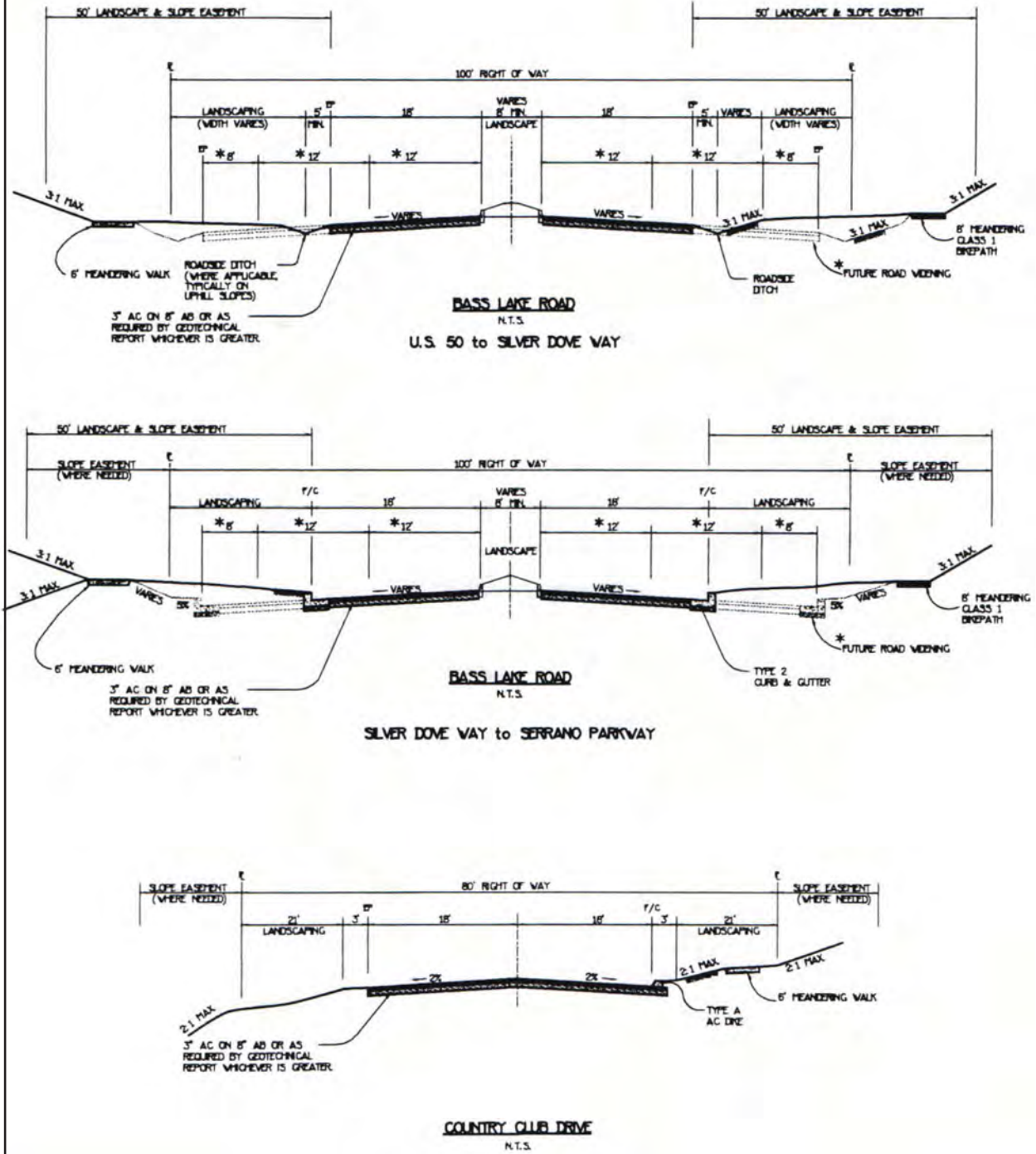


Circulation Plan

Bass Lake Hills Specific Plan

Figure 4-1: Circulation Plan

FIGURE 4-2 URBAN COLLECTOR



4.2 Primary Local Roads

Primary local roads serve the Plan Area by connecting secondary local roads with the urban collectors (i.e., Bass Lake Road and Country Club Drive). Primary local road rights-of-way and adjoining landscape easements will be designed in accordance with County Standard Plan 101B, as modified below and as shown in Figure 4-3. These roads may be divided.

1. 60-foot right-of-way;
2. Travel lanes with widths as shown on Figure 4-3;
3. 4-foot Class 2 bicycle lane on both sides;
4. Pedestrian pathway/sidewalk as shown on Figure 4-3; and
5. Landscaping where shown on Figure 4-3.

A primary local road loop system is provided which will generally be located in the alignments shown in Figure 4-2, Circulation Plan. However, some flexibility in the siting of these streets is acceptable to accommodate topography, trees, and other natural features. To the extent possible, local collector streets and roads will conform to natural topography and not exceed gradients of 12 percent.

In order to improve circulation efficiency and reduce points of conflict, residential driveway connections with primary local roads will not be permitted. Minimal connectors to primary local roads within the L. 7-PD land use designation may be considered where appropriate and feasible alternatives do not exist

4.3 Secondary Local Roads

Except for urban collectors and primary local roads shown in Figure 4-1, all roads within the Plan Area will be designed as secondary local roads in accordance with County Standard Plan 101B, as illustrated in Figure 4-4:

1. 50-foot-wide right-of-way; and
2. 2 undivided travel lanes of width as shown on Figure 4-4.

Secondary local road alignments have not been determined at this time and are not shown in Figure 4-1, Circulation Plan. However, the conceptual site plan (Figure 2-1) does illustrate how secondary local roads could relate to the primary local roads.

FIGURE 4-3 PRIMARY LOCAL ROAD

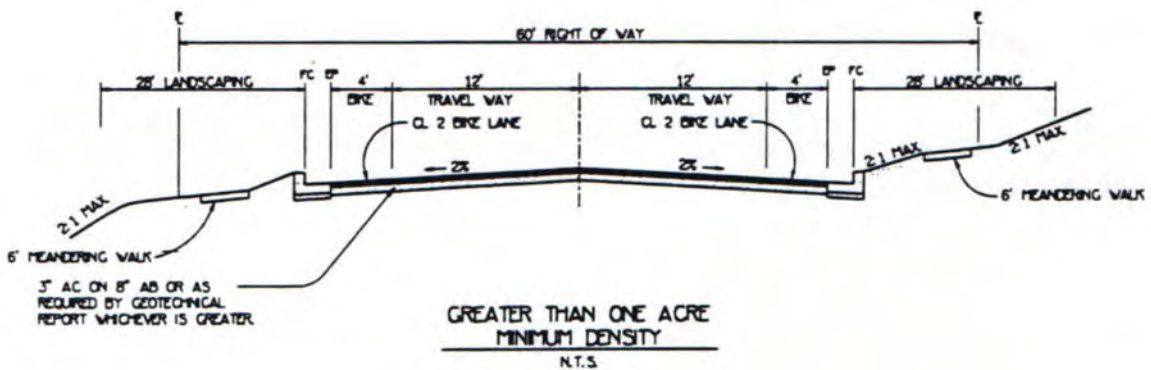
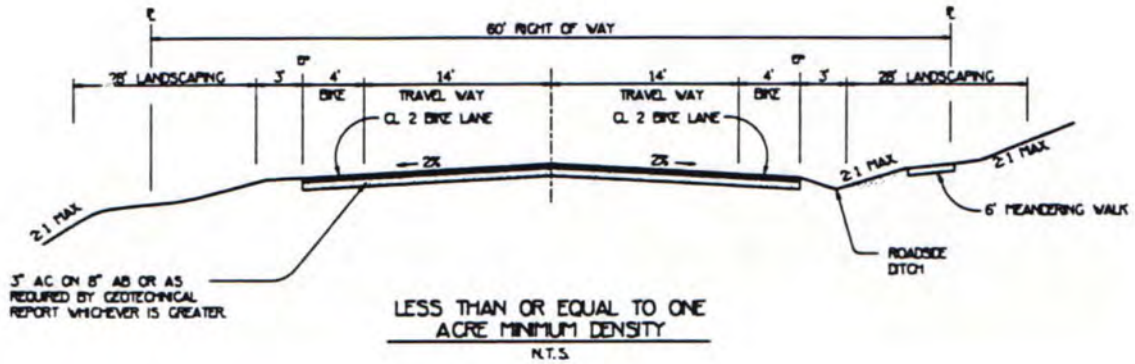
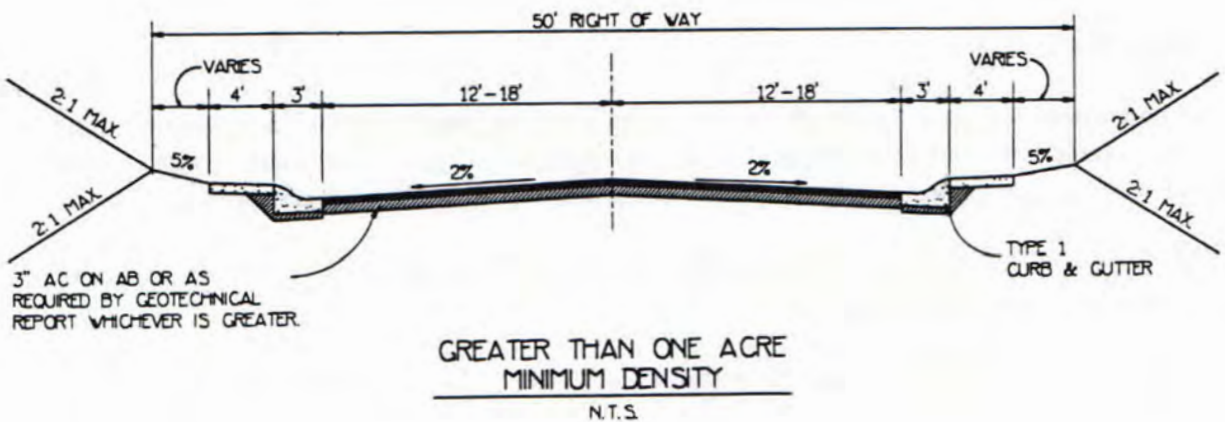
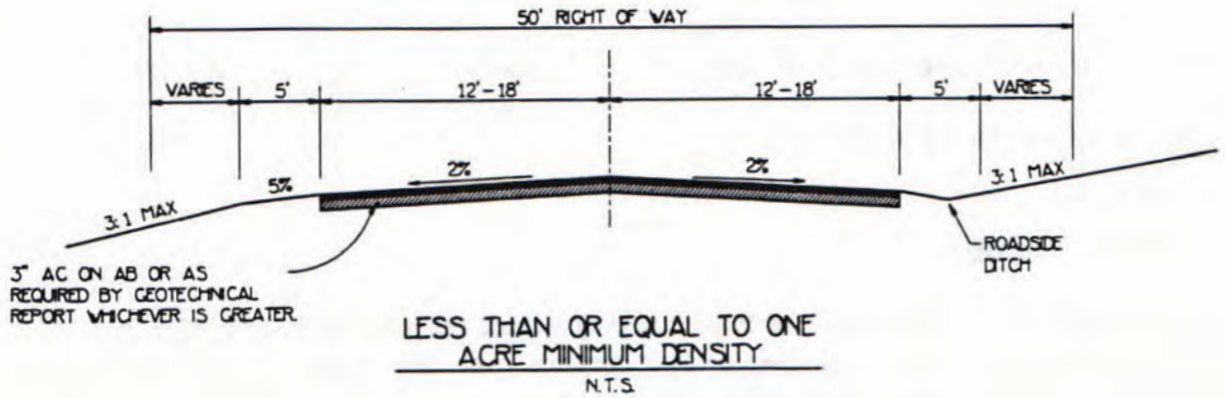


FIGURE 4-4 SECONDARY LOCAL ROAD



4.4 Bass Lake Road/U.S. Highway 50 Interchange

The EIR determined anticipated cumulative traffic volumes resulting from development of the Plan Area, and areas beyond will require improvements to the Bass Lake Road/U.S. Highway 50 interchange and U.S. Highway 50 to increase carrying capacity.

Improvements to the interchange identified by Caltrans include:

1. A westbound two-lane on-ramp;
2. On-ramp traffic metering to maintain acceptable LOS on U.S. Highway 50; and
3. An eastbound two-lane off-ramp.

4.5 Traffic Controls

Project traffic volumes at buildout of the Plan Area may require the installation of traffic controls at certain intersections. Initially, non-signalized controls (i.e., stop signs) will be used until traffic volumes warrant installation of signals. Possible future stop sign/signal locations include:

1. Bass Lake Road/Silver Dove Way;
2. Bass Lake Road/~~Stone Hill Road~~ Hollow Oak Drive;
3. Bass Lake Road/Country Club Drive; and
4. Bass Lake Road/U.S. Highway 50 eastbound and westbound ramps.

4.6 Streetscape

A coordinated streetscape is important to the appearance and function of Plan area circulation components. Bass Lake Road and primary local road rights-of-way and their adjoining landscape easements will include coordinated streetscape consisting of the following components:

1. Drought-tolerant trees and shrubs along Bass Lake Road and local collector streets or roads, utilizing drip irrigation;
2. Walls, fences, and berms, where required, at residential rear and side yards;
3. Underground public utilities; and
4. Pedestrian pathways.

All streetscape fixtures, materials, and design are intended to be consistent with the semi-rural nature of the Plan Area. Accordingly, street lights will be provided along Bass Lake Road, near primary local road intersections at village entrances, and at the park-and-ride lot.

All streetscape is subject to policies set forth in Sections 3.3 and 4.13 herein, and the Design Guidelines in Section 8.0.

A streetscape plan will be submitted and approved prior to commencement of development of subdivisions with frontage on Bass Lake Road or primary local roads

4.7 Pedestrian, Equestrian & Bicyclist Facilities

It is an objective of this Plan to provide non-vehicular forms of transportation. Accordingly, pedestrian and bicycle facilities are provided along streets (rights-of-way or landscape easements) and in open space locations. In addition, equestrian trails can be provided in open space areas of the Carson Trail and/or individual villages.

The proposed trail system is shown on Figure 4-5¹.

4.8 Pedestrian & Bicyclist Facilities - Streetscape

The pedestrian/bicycle system along streets or roads includes the following components:

1. Portland cement concrete sidewalk within the public right-of-way on one side of primary local roads, a decomposed granite path will be placed in the L. 7PD and L.2PD land use designated areas;
2. 4-foot-wide Class 2 bicycle lane on both sides of all primary local roads which will accommodate bicyclists; and
3. 8-foot-wide asphalt concrete Class 1 bicycle/pedestrian path within the landscape easement on one side of Bass Lake Road. The relationship of this pathway to the pavement and right-of-way edge will vary in order to create an informal appearance.

4.9 Pedestrian, Equestrian, and Bicyclist Facilities - Open Space

The non-vehicular circulation system within public open space areas is intended to allow for extensive travel within and through the Plan area with only minimal contact with streets. Following is a description of pathway components:

1. 8-foot-wide paved Class 1 bicycle/pedestrian path within a 25-foot-wide public access easement generally along the alignment of the historic Clarksville Toll Road.
2. 3-foot-wide decomposed granite all-weather pedestrian pathways in 15-foot access easements within intermittent stream and other open space corridor areas where shown on Figure 4-5.

Note: An all-weather pedestrian pathway is a bladed trail covered with a surface, such as crushed rock or decomposed granite. All-weather surfaces are intended to provide a travel surface which supports pedestrians, equestrians, and bicyclists in wet and dry weather, while maintaining an informal appearance and minimizing erosion.

Placement of pedestrian pathways within and adjacent to intermittent stream and drainage corridors and other open space areas will allow pedestrian travel between streets, with minimal street contact. Drainages will accommodate pedestrian pathways only where public access easements have been recorded.

A key feature of the proposed pedestrian path system is the use of the historic Clarksville Toll Road alignment, which extends across the Plan Area in an east-west alignment, connecting the EDHSP area with Cameron Park. This alignment, particularly west of Bass Lake Road along Carson Creek, provides a sheltered, natural environment conducive to nature studies and passive recreational use. An extension of this trail within the EDHSP should be promoted by the County.

4.10 Public Transit

Use of various modes of public transit, including buses and car-pooling, is encouraged as an effective means of reducing commute or peak-hour traffic volumes. It is anticipated that wide use of alternatives to single-occupancy vehicles for commute purposes will aid in maintaining roadway services levels (LOS) related to Plan area development.

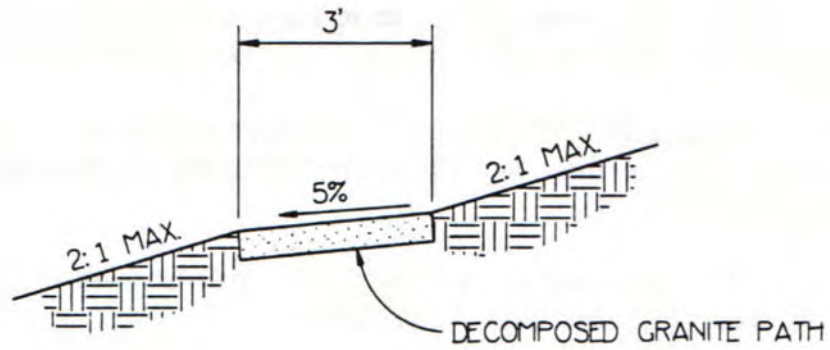
4.11 Park-and-Ride Lot

A site for a park-and-ride parking lot capable of accommodating 100 vehicles with expansion to 200 vehicles (approximately 2 acres) has been ~~designated~~ constructed on the ~~east~~ west side of Bass Lake Road adjacent to the historic Clarksville Toll Road near U.S. Highway 50. This lot will allow Plan Area residents alternatives to single-occupancy vehicle commuting. Transit and ridesharing programs will increase use of this facility resulting in vehicle trip reduction. This lot will also double as a parking area for the east-west trail.

4.12 Bus Stops

In anticipation that a bus system for the general public and school children will be extended into the Plan area, bus stops will be provided at intersections of primary local roads with Bass Lake Road in accordance with standards and criteria of El Dorado County Transit and the local school districts.

FIGURE 4-5 TRAIL CROSS SECTION



TYPICAL TRAIL SECTION

N.T.S.

4.13 General Circulation and Trail Standards

1. The northern alignment of Bass Lake Road was adopted by the Board of Supervisors, and analyzed in the Bass Lake Road Realignment EIR.
2. Bass Lake Road and primary local roads shown on Figure 4-1, Circulation Plan, are approximate locations. Adjustments may occur in conjunction with review and approval of tentative subdivision maps where necessary to avoid natural features and improve project design.
3. Pathways shall be constructed at locations convenient to residential lots to facilitate pedestrian travel to open space trails, secondary local roads, primary local roads, and Bass Lake Road. Such pedestrian and bike lane connections shall be located and protected to restrict access to adjoining private property.
4. A streetscape plan shall be submitted with tentative map applications and approved by the El Dorado Hills CSD and the County as a component of tentative map approval.
5. The Class 1 bicycle/pedestrian path along Bass Lake Road shall be separated from the street pavement to the maximum extent possible while maintaining the privacy of adjoining private property.
6. Where practical and compatible, pedestrian paths shall be constructed in public open space to separate pedestrians from motor vehicles.
7. The Clarksville Toll Road Trail, an off-road pedestrian/equestrian/bicycle trail connecting the eastern and western boundaries of the Plan area shall be created within the approximate alignment of the historic Clarksville Toll Road. (In certain instances, this alignment may coincide with the current alignment of old Country Club Drive.) To facilitate access to the trail, a parking lot capable of containing approximately 10 vehicles shall be created at the eastern end of old Country Club Drive at the Plan Area boundary. The trail and the park-and-ride lot shall be constructed to allow joint use of the parking facilities. These improvements shall be funded by the area-wide assessment district and built during the improvements to Country Club Drive.
8. Secondary local roads within villages shall be designed to facilitate internal circulation and discourage through traffic.
9. Secondary local road connections with primary local roads shall be spaced a minimum of 600 feet apart, except where such secondary local roads contain 12 or fewer lots.
10. Parking on Bass Lake Road and primary local roads shall be prohibited.
11. Parks and open space shown on the Specific Plan Land Use Diagram and Parks and Open Space Plan shall be linked by a pedestrian and bicycle circulation system.

12. Secondary local roads shall be constructed on a subdivision-by-subdivision basis within individual villages. Primary local roads, as shown on Figure 4-1, Circulation Plan, may be constructed in advance of village development, as needed for access and public safety.
13. In accordance with Caltrans requirements, a park-and-ride lot capable of accommodating 100 vehicles, expandable to 200 (approximately 2.0 acres) shall be provided in the approximate location shown on Figure 3-1, Specific Plan Land Use Diagram, and Figure 4-1, Circulation Plan, beyond the ultimate right-of-way of the Bass Lake Road/Highway 50 interchange. (See Section 8.0 of the Design Guidelines)
14. The non-vehicular right-of-way of Bass Lake Road and primary local roads not devoted to non-vehicular paving shall be granted to the CSD and be subject to a common design theme.
15. Plan Area streets shall be curvilinear in both vertical and horizontal design in order to conform to topography and avoid tree removal.
16. Residential driveways connecting to Bass Lake Road and primary local roads are prohibited unless otherwise permitted pursuant to Section 4.2.
17. Prior to final map approval, a streetscape plan for projects which front Bass Lake Road and all primary local roads shall be submitted for review and approval by the El Dorado Hills CSD. Streetscape improvements include all features within the public right-of-way and landscape easement areas. (See also Section 8.0 of the Design Guidelines)
18. All street and landscaping improvements described in this Plan shall be funded and maintained in accordance with the PFFP described in Section 9.0.
19. Subdivisions proposed between Bass Lake Road and designated primary local shall be required to provide secondary local road stub connections to properties which might otherwise be landlocked by development of that property.
20. Where appropriate, such as on slopes over 15 percent, Bass Lake Road, primary local roads, and secondary local roads should be designed with grade separations as a means of reducing cut and fill which would otherwise be necessary (see Figure 4-6). (See Section 6.0, Grading Plan)
21. Street lights shall be installed only on Bass Lake Road at primary local road intersections and at the park-and-ride lot. All lighting shall adhere to the Design Guidelines. (See Section 8. 7)
22. Roads shall not be permitted within, and allowed to cross, open space areas that define village boundaries, except as shown on the Specific Plan Land Use Diagram, or if it can be shown that such a crossing is necessary for circulation or to protect the public health and safety.
23. Subdivision designs shall minimize through traffic in villages to the maximum extent possible.

Figure 4-6

Split Street Section Concept



5.0 PUBLIC FACILITIES & SERVICES

Development of the Plan Area requires numerous public facilities and services which must be carefully coordinated. The Plan describes all on-site public facilities and services necessary to support the land uses envisioned in the ultimate development of the Plan Area. Certain off-site facilities are also described.

This section describes existing facilities, the projected demand for new or expanded facilities resulting from Plan Area development, and the nature and location of all proposed facilities, including the following:

- Water
- Wastewater
- Stormwater Drainage
- Schools
- Parks and Open Space
- Fire Protection
- Police
- Public Utilities

Separate plans for water, sewer, and storm drainage systems are included. All other public facility locations are illustrated in Figure 3-1, Specific Plan Land Use Map. Streets are addressed separately in Section 4.0, and public parks are described in Section 5.0.

The public facilities described are based on projected demand created by ultimate residential development of the Plan area in accordance with residential densities and commercial intensities described in Figure 3-1, Land Use Diagram, and described in Section 3.2. Adjustments in design, sizing and location can be expected in conjunction with improvement plans as a result of detailed project design.

Policies pertinent to the siting and design and financing of the public facilities are provided in Sections 8.0 and 9.0 of this Plan. Information relative to cost, financing, maintenance, and phasing of public facilities and services is contained in Section 9.0.

5.1 General Public Services and Facility Standards

1. Public facilities, such as fire stations and utility substations, shall be located, designed and oriented in a manner which is harmonious with adjoining residential development and reduce impacts associated with noise, nighttime illumination, and odors. (See Section 8.9 of the Design Guidelines).
2. With the exception of existing high voltage transmission lines, all new electrical and communication facilities shall be installed underground; however, pad-mounted transformers and electrical substations are permitted. This policy shall not apply to 5-acre parcels or larger.

3. To minimize visual impacts, the architectural and site design for all public facilities including fire station, pump stations, and electrical substations, shall conform with Section 8.9 of the Design Guidelines.
4. Public facilities and services shown in this Plan, including parks, roads, and infrastructure, shall be offered for dedication in conjunction with the residential subdivision process. Bass Lake Road, primary local roads, and infrastructure trunklines may be constructed in advance of village development, as needed.

5.2 Water Facilities

5.2.1 Existing Water System

The 12-inch Bass Lake Conduit and the 18-inch Gold Hill Intertie are adjacent to the western and northwestern project boundary. There are 8-inch waterlines in Covello Circle, Castana Drive and Country Club Drive, a 6-inch waterline in Knollwood Drive and a 12-inch waterline adjacent to the eastern property boundary. An 8-inch waterline is also located in Merrychase Drive adjacent to the southeastern boundary.

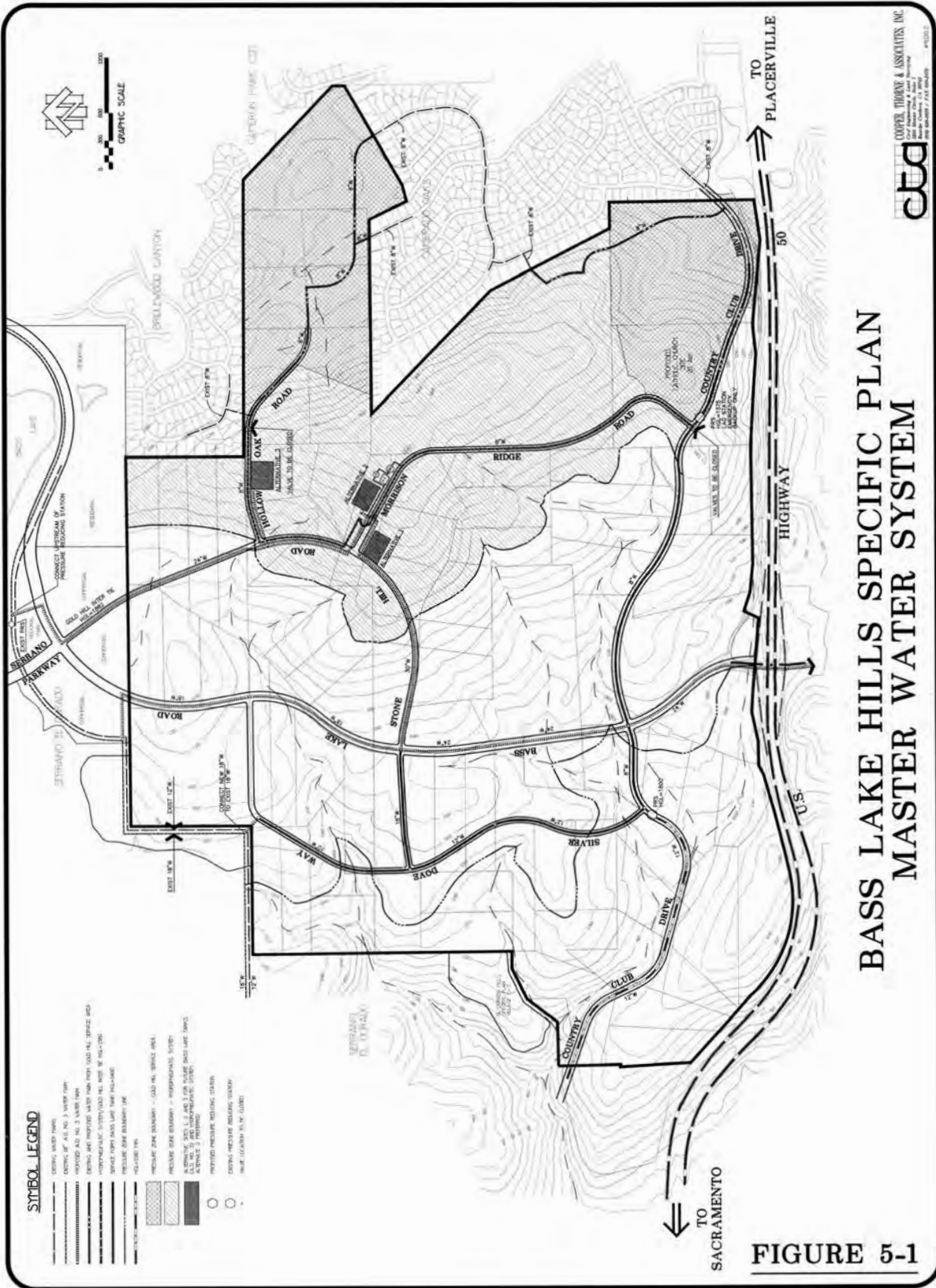
The adequacy of these water facilities is the subject of an ongoing study to determine the remaining capacity in the Cameron Park area and the project(s) required to increase capacity for the proposed project; however, the remaining capacity will be on a first come-first served basis.

5.2.2 Proposed Water System

According to EIR use figures adjusted to reflect a total of 1,458 units, Plan Area buildout will result in an average daily demand for 892,000 gallons of water. Water for all Plan Area development will be provided by El Dorado Irrigation District (EID) through the Gold Hill Intertie system and/or the proposed Placerville Ridge Conduit via connections to the north of the Plan area.

Figure 5-1, Water Plan, illustrates the approximate locations of water trunklines and reservoirs needed to serve ultimate Plan Area development. Major water distribution lines will be located within major street rights-of-way. Service to areas above elevation 1,280 feet will require the use of a hydro-pneumatic booster pump station during high demand periods to sustain adequate pressure. During lower demand periods, this area can be served through a pressure reducing station off of the 18-inch Gold Hill Intertie. Service to the remainder will come from the Gold Hill Intertie in conjunction with a new EID water storage facility.

In order to receive water service, buy-ins to Assessment District #3 (AD#3) or participation in the construction of facilities paid for by the El Dorado Hills supplemental connection fee will be necessary. The cost and potential methods of financing construction of the water system are described in Section 9.4.



The siting and design of above-ground water reservoirs shall conform to Section 8.0, Design Guidelines, in order to minimize visual impact.

5.2.3 Water Conservation Standards

1. Landscaping, excluding lawn areas in all public parks and street rights-of-way, shall be achieved with low water-using native plants and trees and irrigation systems which utilize the best available technology for water conservation and comply with State and local regulations.
2. Construction of residential projects shall be encouraged to utilize low water-using plants and irrigation and plumbing systems which utilize the best available technology for water conservation and comply with State or local regulations.
3. Established indigenous plants, trees, and shrubs shall be protected as much as possible.
4. Efficient irrigation systems which minimize runoff and evaporation and maximize the water that will reach plant roots shall be utilized; i.e., drip irrigation, soil moisture sensors, and automatic irrigation systems, should be used to the maximum extent possible.

5.3 Wastewater System

5.3.1 Existing Wastewater System

A 6-inch force main is in Country Club Drive adjacent to the southeastern corner of the project boundary. An 8-inch sewer main is at the end of Covello Circle which abuts the Plan Area. There is a 12-inch sewer main in Thornhill Drive adjacent to the northeastern property boundary and an 18-inch sewer main crosses the eastern portion of the property.

The EID Deer Creek and El Dorado Hills wastewater treatment facilities are presently at capacity.

5.3.2 Proposed Wastewater System

According to EIR use figures adjusted to reflect a total of 1,458 dwelling units, Plan Area buildout will generate approximately 1,749,600 gallons of sewage per day on a peak demand basis. Sewer service will be provided by EID as part of a larger system which serves surrounding development.

As shown in Figure 5-2, Sewer Plan, the Plan Area is within two sewer service areas. The majority of the western portion is within the El Dorado Hills service area. The eastern portion of the Plan Area is within the Deer Creek service area. Sewage collected within the Plan Area will be transported beyond the Plan Area using existing, off-site trunklines which will be extended to the east and west, to either the El Dorado Hills treatment plant located south of U.S. Highway 50 off Fee Road, or the Deer Creek treatment plant.

Most sewer lines will be located in the right-of-way of primary local roads; although in limited instances, sewer lines may be installed within public utility easements located in open space areas or on residential parcels. As shown in the sewer plan, sewage from development on the east side of Bass Lake Road (within the El Dorado Hills service area) will be conveyed by gravity in 8 inch lines. Sewage collected from the El Dorado Hills Service area portion of the Plan will be conveyed to the proposed AD#3 sewer facility as shown on Figure 5-2.

In order to receive sewer service from the El Dorado Hills sewer system, a buy-in to AD#3 will be necessary. The cost and potential methods of financing construction of the sewage disposal system are described in Section 9.0.

5.3.3 Wastewater Standards

To the extent possible, reclaimed water shall be made available for use in irrigation within the Plan area or at off-site locations, such as the El Dorado Hills Golf Course.

5.4 Stormwater Drainage

The Plan Area contains a number of naturally occurring intermittent streams and drainage courses. Approximately 90 percent of the Plan Area drains westerly into Carson Creek. The remainder drains easterly into Deer Creek. (See Figure 1-5, Wetlands and Hydrology Map, which illustrates these features)

To the maximum extent practicable, the development proposal will plan to convey stormwater drainage via the existing drainage courses. Plan policies provide for the use of natural channels for the collection and conveyance of stormwater runoff and do not propose substantial alteration of existing drainage catchments. The Plan will comply with the provisions in the appropriate sections of the County of El Dorado Drainage Manual.

Intermittent streams within the Plan Area will be preserved in essentially a natural state. These areas will be utilized as receiving areas for compensation tree planting, open space, wildlife habitat, and recreation facilities (trails and bike paths).

Closed conduit storm drainage will be limited to locations primarily at street crossings and where surface conveyance is not feasible due to mass pad grading and high density development. Design of all storm drainage facilities and conveyance systems will comply with the provisions in the appropriate sections of the County of El Dorado Drainage Manual.

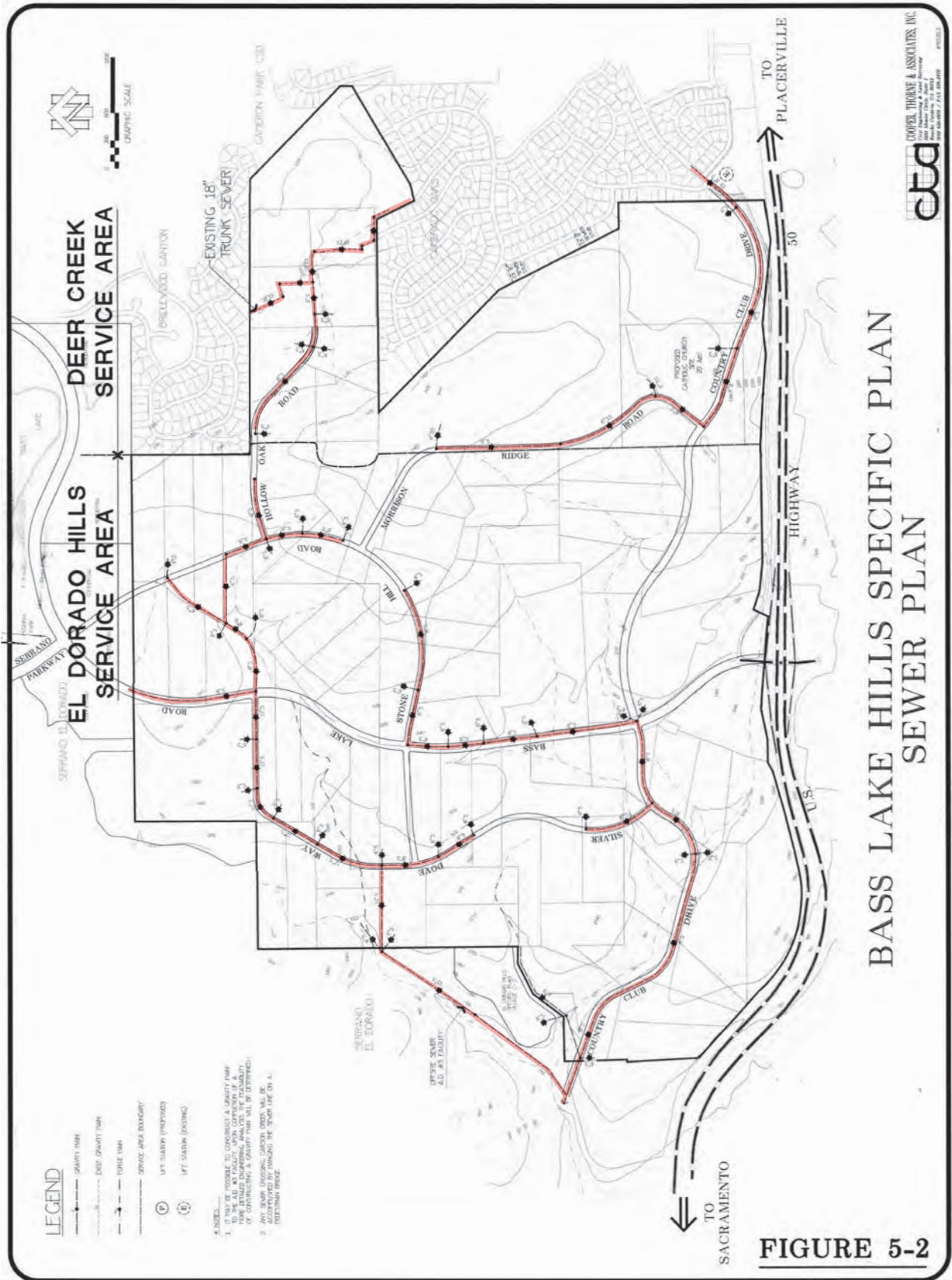
Figure 5-3, Storm Drainage Plan, identifies the major drainage patterns and catchment boundaries within the Plan Area. Preliminary estimates of future flow rates from each catchment and the size and location of proposed culvert crossings of major roadways are provided .

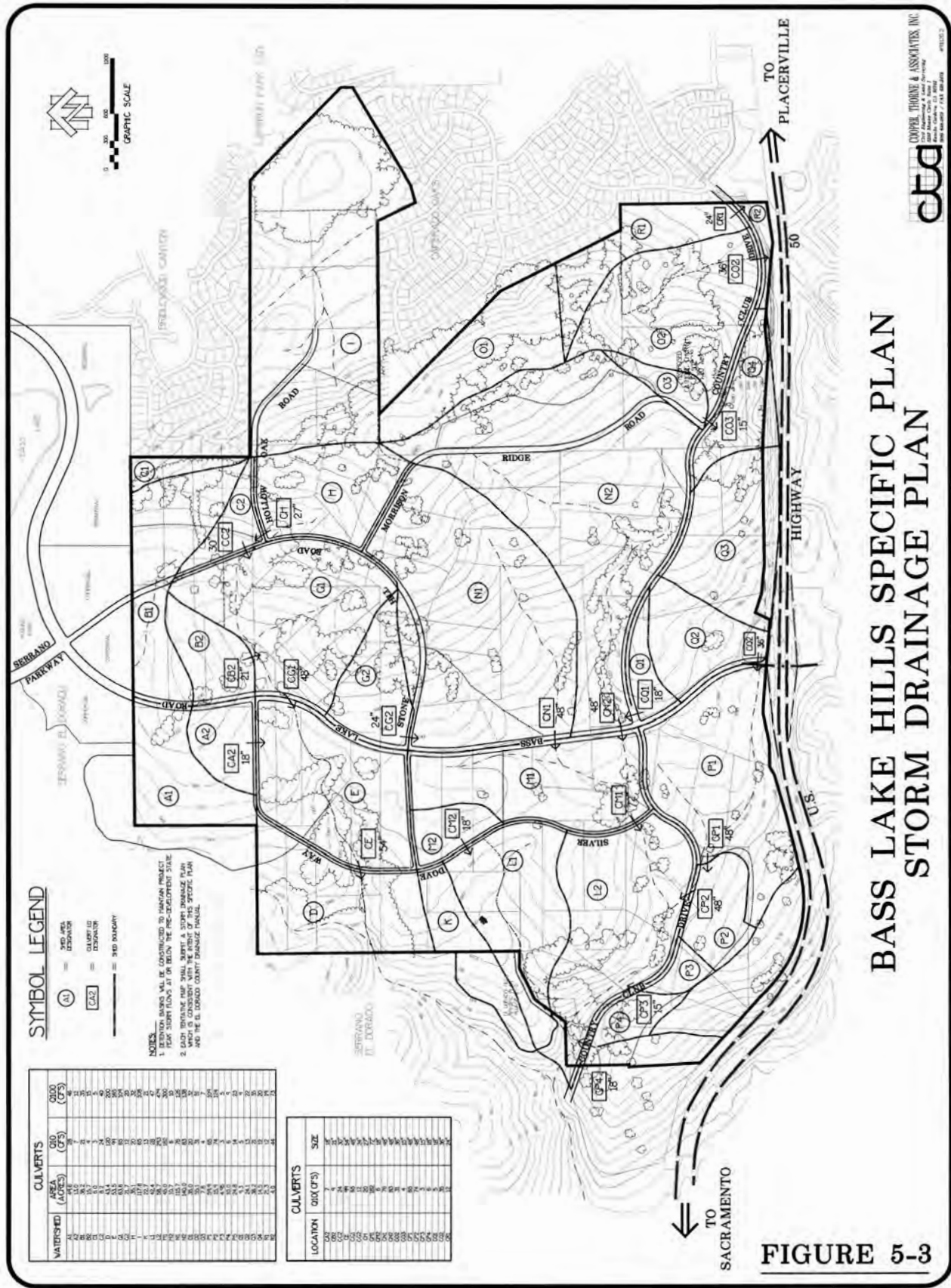
Each tentative map application within the Plan Area shall include a storm drainage plan consistent with Figure 5-3 and provisions of the County of El Dorado Drainage Manual. The planning and design of drainage systems will take into consideration any potential downstream impacts, including those to existing drainage facilities, property, flow regimes, water quality, or riparian and wetlands areas. A drainage study which identifies and analyzes drainage-related impacts as a result of development of the map area will be submitted. Provisions mitigating potential impacts shall be included as a part of the drainage analysis. Submittal and approval of the drainage analysis will be required prior to recordation of any final map.

Increases in storm water runoff resulting from development is discouraged in El Dorado County. Improvements which propose to increase stormwater runoff will be evaluated to determine if downstream conveyance facilities can accept and convey the runoff increases. When downstream facilities are unable to adequately accommodate increases in stormwater runoff, detention basins may be used for the reduction of increases in peak runoff. If utilized, these facilities will be incorporated into public parks and open space whenever possible. Detention facilities may be constructed as necessary within each individual village; however, a coordinated effort between villages within a common watershed toward the development of a regional detention facility is an acceptable alternative and encouraged. Regional facilities are encouraged because these types of facilities could potentially lead to a more efficient storm drainage system and provide reductions in construction and maintenance costs. The County of El Dorado may require reservation of capacity of these facilities as necessary for the mitigation of regional flooding problems. Design of these facilities will comply with the provisions in the appropriate sections of the County of El Dorado Drainage Manual.

5.4.1 General Stormwater Facility Policies

1. Storm drainage detention basins shall be designed and constructed to comply with the provisions in the County of El Dorado Drainage Manual.
2. Storm drainage detention basins may be located in open space areas and parks and may be accessible to the public in order to serve a dual impact mitigation/recreation function. Detention basins shall be designed to ensure public safety, to be visually unobtrusive, and to provide wildlife habitat. Landscaping around the perimeter of the basin shall be encouraged. (See Section 8.3 of the Design Guidelines)
3. To protect water quality, catch basins which incorporate oil, grease, and sediment traps will be installed along urban streets in order to intercept storm runoff prior to release into intermittent streams. A conceptual illustration of a silt/grease trap is provided in Figure 5-4. Other suitable best management practices may be employed to reduce point sources of pollutants. Maintenance of these facilities shall be through a Country Service Area (CSA) or Zone of Benefit (ZOB).





SYMBOL LEGEND

- (A1) = 360 AREA EXPANSION
- [CA2] = 360 CULVERT EXPANSION
- = 360 DRAINAGE

NOTES:
 1. ALL STRUCTURE SIZES WILL BE CONFORMANT TO STANDARD PRACTICE.
 2. EACH STRUCTURE SHALL BE SHOWN WITH A STORM DRAINAGE PLAN WHICH IS CONSISTENT WITH THE DRAINAGE PLAN FOR THE BASS LAKE HILLS STORM DRAINAGE PLAN.

WATERFED	AREA (ACRES)	Q10 (CFS)	Q50 (CFS)

LOCATION	Q10 (CFS)	SIZE

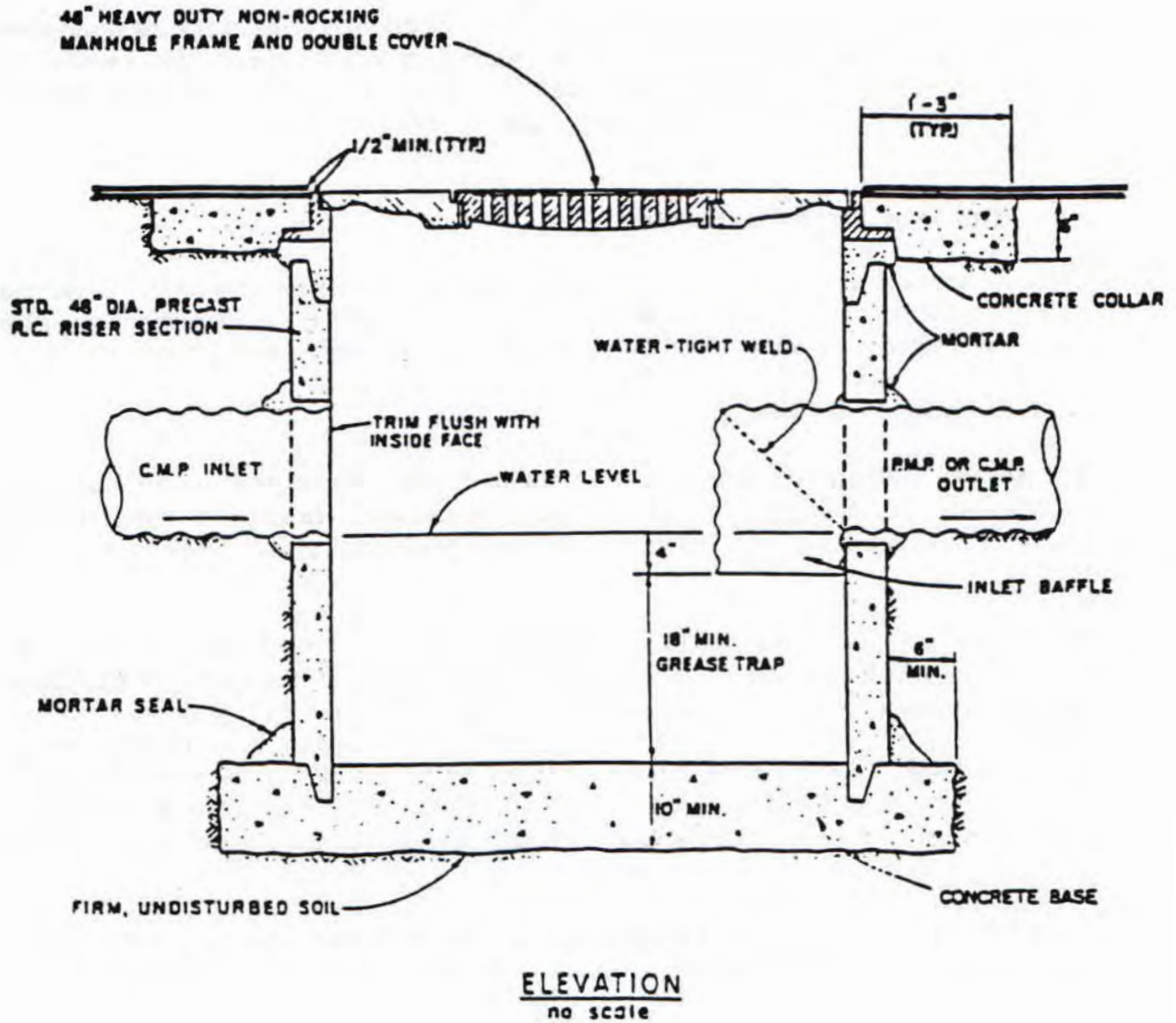
**BASS LAKE HILLS SPECIFIC PLAN
 STORM DRAINAGE PLAN**



FIGURE 5-3

3rd Draft

Figure 5-4
Silt/Grease Trap



5.5 Schools

Property within the Plan Area is located within the Buckeye Union School District, Rescue Union School District, and the El Dorado Unified Union High School District. According to the ~~EIR~~ school district demographic and enrollment projection figures, ultimate Plan Area development is expected to generate ~~580~~ 614 elementary school students, ~~178~~ 180 middle school students, and ~~342~~ 292 high school students, for a total of ~~1,100~~ 1,086 students.

As shown in Figure 3-1, Specific Plan Land Use Map, the Plan has designated a site reservation for an elementary school in accordance with the needs identified in the EIR. Final school site selection is the responsibility of the school districts. School site selection and design shall be encouraged to adhere to policies set forth in Section 9 .1. 7 and Section 8. 9.

5.6 Parks & Recreation Facilities

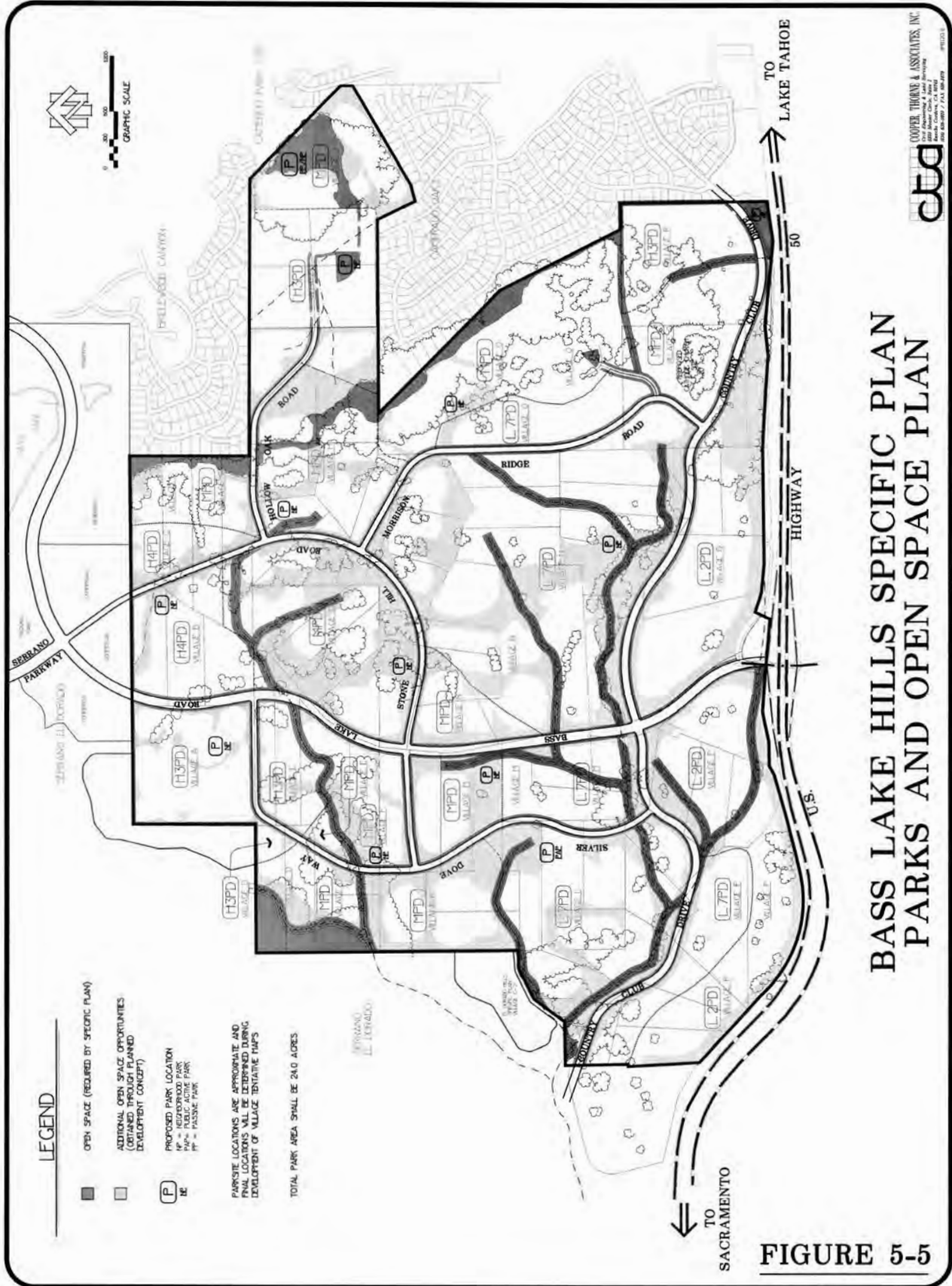
Through the provision of parks and open space, the Plan provides for a variety of active and passive recreation needs. This section describes parks and open space amenities in the Plan Area. Open space areas are depicted in Figure 5-5, Parks and Open Space Plan.

5.6.1 Recreation Facilities

The potential Plan Area development will generate the need for approximately ~~24~~ 31.1 acres of parkland including both area-wide and neighborhood facilities. In addition, the 2012 El Dorado County Hiking and Equestrian Parks and Trails Master Plan and the 2010 El Dorado County Bicycle Transportation Plan designates hiking and bicycle routes in the Plan Area.

Parks in the Plan Area are intended to serve both active and passive recreation needs. Park land and facilities will be provided in accordance with requirements of the EDHCSD Park & Recreation Facilities Master Plan (PRFMP). It is anticipated that all park sites will be dedicated to and maintained by the EDHCSD. Ultimate site selection and development is the responsibility of that body. The EDHCSD PRFMP requires that one or more park sites be provided in each village that contains 50 or more units. These park site locations will be determined in conjunction with the review of subdivision applications submitted for projects within the Plan Area.

All park site reservations and design shall adhere to the policies set forth in Section 120.12.090 - Park & Recreation Uses 4.2.8 of the El Dorado County Ordinance Code - Parkland Dedication Ordinance and the requirements of the CSD.



5.6.2 Recreation Facility Standards

1. Parks shall be sized and contain the recreation amenities and facilities consistent with the requirements of EDHCSD RFMP to serve the needs of nearby residents.
2. Wherever possible, school sites should be located adjacent to park sites. Joint-use agreements between the EDHCSD and the school districts are encouraged in order to allow the sharing of costs and operational responsibilities. In such instances, recreation amenities, including play equipment, should be coordinated to minimize duplication. Such facilities would be subject to Table 1 of Appendix 1 of the EDHCSD RFMP.
3. Parks shall be landscaped with drought-tolerant and fire resistant plant species, excluding lawn areas, to the maximum extent possible to reduce irrigation and maintenance requirements.
4. Parks shall comply with El Dorado County Water Conserving Landscape Standards (Resolution 69-93).
5. Parks will be subject to oak tree mitigation measures stated herein and will serve as receiving areas for mitigation tree plantings.
6. Parks shall be designed to front along at least two roads to facilitate security surveillance and public access.
7. All parks within the Plan Area shall be offered for public dedication in accordance with the EDHCSD RFMP Facility Standards. Parks shall be developed concurrently with residential development.
8. Park locations shall be determined through the approval of PDs and installed at the time of final map approval.
9. Important natural features within park sites, such as oak trees, and stream and drainage corridors, should be preserved and incorporated into the park development.

5.7 Open Space

The Plan provides a variety of options to create open space amenities both for the benefit of Plan residents and as a means of conserving natural features and wildlife habitat. Open space designated in Figure 5-5, Parks and Open Space Plan, totals approximately 144 acres and includes the following types:

- Open space along intermittent streams.
- Open space as community buffers.
- Open space in tree grove areas and along Carson Creek.

Additional open space is provided by the landscape easements and/or rights-of-ways required along Bass Lake Road and all primary local roads. These 15- and 25-foot-wide areas will provide nearly 30 acres of linear open space for pedestrian facilities and landscape amenities. The historic Clarksville Toll Road will create a trail (linear open space) nearly a mile and one-half in length and 25 feet in width through the Plan Area, from the Bar J Ranch subdivision on the east to the EDHSP on the west.

The linear open space included in the Parks and Open Space Plan and the Land Use Diagram will serve to provide separation between villages in the Plan area and separate the Plan area from adjacent communities, while providing circulation routes for Plan area residents and wildlife. At the same time, open space areas will preserve remaining biotic and scenic resources and provide receiving areas for compensation trees.

In addition to open space shown on the Land Use Diagram, Plan policies relative to oak tree preservation may result in additional open space; however, such open space would not be available for public access unless dedicated for such use by the property owner and accepted by the CSD.

5.7.1 Open Space Policies

1. Open space areas which remain in private ownership shall be encumbered by a conservation setback not open to public access, except where public access easements have been recorded. (See Section 9 .1. 7)
2. Except for the limited installation of underground public utilities, water and sewer lines, and construction of maintenance roads and pedestrian paths, grading and construction shall be prohibited within open space areas. Mitigation tree planting is encouraged, as defined in this Plan. Where utilities are installed, grading and vegetation removal shall be the minimum necessary, and shall conform to all policies set forth herein.
3. Construction of all-weather pedestrian paths within public access easements are required within public open space areas where shown.
4. All pedestrian paths and trails shall be designed in accordance with standards contained in the 2012 El Dorado County Hiking and Equestrian Parks and Trails Master Plan.
5. Public open space areas shall be accessible to fire suppression equipment to the satisfaction of the fire protection district.
6. Establish an open space (OS) land use designation for the BLHSP.

5.8 Fire Protection Facilities

Development of the Plan Area ~~may require~~ the construction of one fire station within the Plan Area. ~~In 1999 Fire Station 86 was constructed on a 10-acre site at the intersection of Bass Lake Road and Silver Dove Way in size to accommodate future construction. Site selection shall commence when the first subdivision map application is filed. Construction shall commence when the first final map west of Morrison Ridge Road is filed.~~ ~~The Plan designates a site approximately 1.5 acres in size to accommodate future construction. Site selection shall commence when the first subdivision map application is filed. Construction shall commence when the first final map west of Morrison Ridge Road is filed.~~

5.8.1 Fire Protection Policies

Tentative maps may be approved only after the fire department determines that adequate fire protection services will be provided.

5.9 Police

Law enforcement will be provided by the El Dorado County Sheriffs Department. Service will be provided from the Sheriff's Headquarters located in Placerville.

5.10 Public Utilities

According to the service providers, public utilities, including electrical, and telephone services, are currently available in the area and will be provided to Plan Area development. The closest natural gas services are within the EDHSP, and may also be extended into the area if desired by Plan Area developers.

All existing and new electrical and telephone transmission lines will be installed underground in conjunction with development of individual properties. As indicated in Section 8.0, Design Guidelines, particular attention will be given to the siting and design of all above-ground facilities, such as transformers and electrical substations.

6.0 GRADING PLAN

6.1 Grading Standards

1. Regardless of the specific grading limitations set forth herein, development should conform to natural slopes to the maximum extent possible, rather than changing topography to fit development.
2. Creation of large graded pads which extend beyond the boundaries of one lot (i.e., mass pad grading) shall be prohibited, except as noted herein. Some deviation may be allowed for clustered development, affordable housing, and avoidance of other resources.
3. Development limitations shall be in accordance with steepness of existing slopes as shown in Figure 6-1, Grading Constraints Map. Required grading plans shall include a site specific slope map at least 1" = 50' and 5-foot contours showing the following classes of slope:

30 Percent and Over Slopes (Restricted Grading Area)

- a. Setbacks shall be provided and encumbered by a conservation easement (See Section 3.3.2) held as common open space or zoned open space.
- b. No grading or construction is allowed, except the minimum required for trail access.

15 to 30 Percent Slopes (Limited Grading Area)

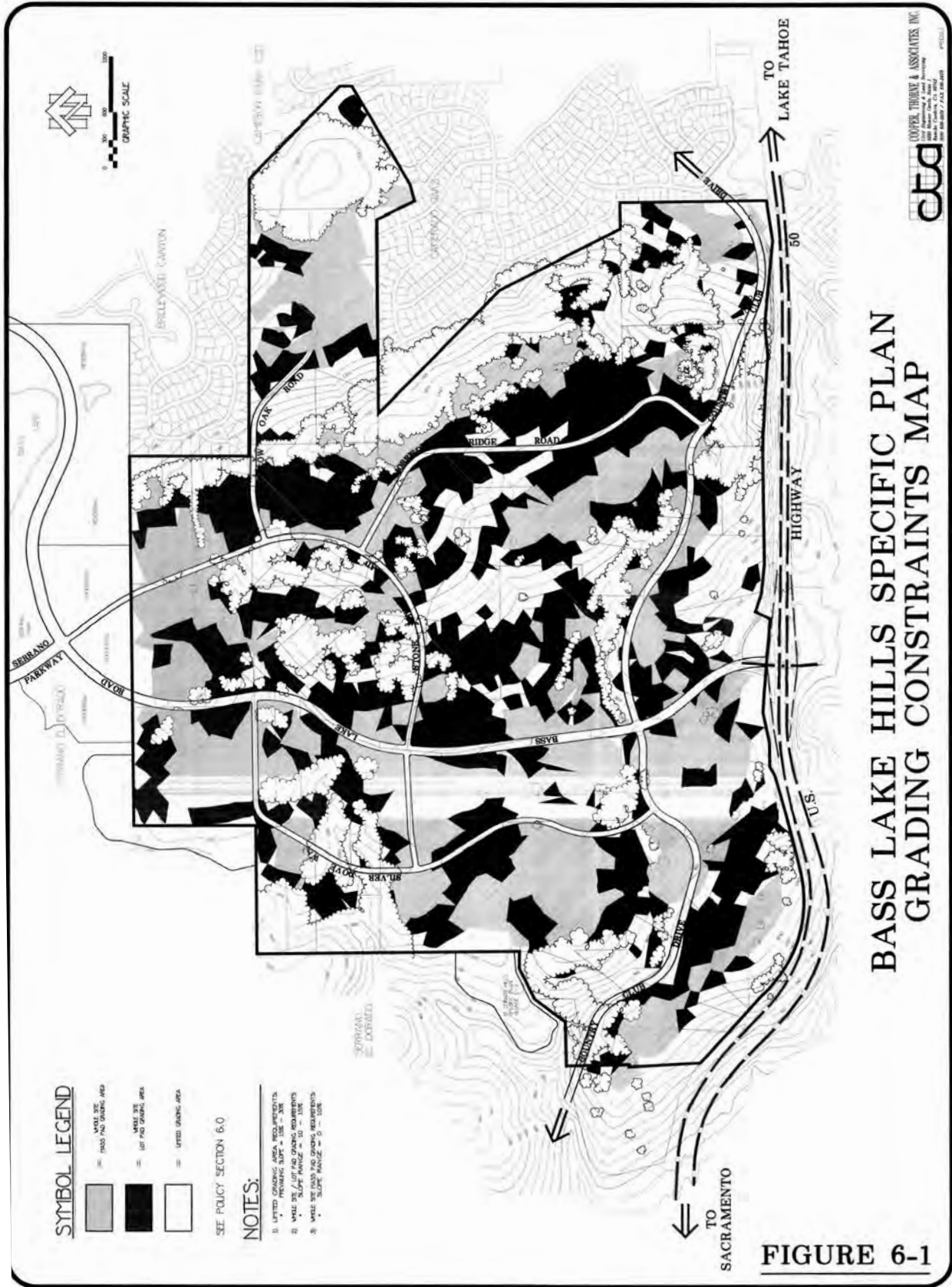
- a. Primary local roads may include separated grade where necessary to minimize cuts and fills.
- b. Dwellings constructed to natural grade utilizing foundation designs which conform to topography is encouraged.
- c. All grading activities will incorporate the erosion control measures as provided in Chapter 110.14 - Grading, Erosion and Sediment Control of the El Dorado County Design and Improvements Standards Manual, Volume III, Grading Ordinance. Areas subjected to grading shall not slope in excess of 2:1 unless otherwise approved by the County.

10 to 15 Percent Slopes (Lot Pad Grading Area)

- a. Grading cuts or fills may occur to the lot boundary (property line) in order to provide a relatively level site or pad for construction of a dwelling and creation of usable yard areas. A landscaping plan shall be required for cut and fill slopes.
- b. Property lines should occur at the top of slope banks.

0 to 10 Percent Slopes (Whole Site/Mass Pad Grading area)

- a. This category allows most forms of grading including mass-pad grading, subject to adherence to the grading policies contained herein and County ordinance.
4. Where grading is necessary, contouring techniques shall be employed to avoid angular flat slopes and distinct edges. The top and toe of slopes and the slope itself shall be rounded and feathered in a natural-appearing manner.
5. Streets shall be sited in accordance with hillside contours so that the shape and character of the natural land form are retained.
6. Grading and land form alteration of prominent ridgelines whose silhouettes are visible from U.S. Highway 50 and Bass Lake Road is prohibited regardless of slope. This shall be gauged through the use of visual simulation of proposals. (See Section 3.3.1)
7. In order to minimize erosion and siltation, grading shall only be allowed on approved projects that are subject to immediate development. Issuance of a grading permit shall not occur prior to approval of a development application.
8. Use of retaining structures (retaining walls, crib walls, and gabions) are encouraged in instances where such a design will reduce grading quantities and visual impact. All such structures shall be landscaped.
9. Grading shall be prohibited in all open space areas, except as specifically set forth in Section 7.4.1.10 herein.
10. All grading shall conform to the County Grading Ordinance, Subdivision Design and Improvement Manual (Hillside Regulations), and the Hillside and Ridgeline Development Guidelines for Bass Lake Hills Specific Plan (Appendix B).
11. Architectural style of buildings should be adapted to hillside slopes rather than adapting land forms to buildings designed for flat land topography.
12. Development on slopes of 40 percent or greater is prohibited.



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7.0 ENVIRONMENTAL MANAGEMENT

7.1 Noise Standards

1. Interior and exterior noise levels for transportation sources shall not exceed levels contained in the Noise Element of the General Plan.
2. Tentative subdivisions which propose lots within the identified 65 dB Ldn contour lines shown along U.S. Highway 50 and Bass Lake Road in Figure 7-1, Noise Contour Map, shall submit acoustical analyses consistent with General Plan Noise Element policies and procedures.
3. Setbacks, berms, and/or other noise attenuation measures capable of reducing street and highway noise levels to standards contained in the Noise Element of the General Plan shall be provided where required in all residential areas and schools. Prohibiting the creation of additional housing units within the 65 dB/CNEL noise contour shall occur as an alternative to using sound walls to mitigate noise related impacts. A setback of at least 50 feet for residential units from Bass Lake Road shall be provided.
4. All noise attenuation structures and landscaping shall adhere to a common design theme outlined in Section 8.6.1 of the Design Guidelines.

7.2 Cultural Resource Protection Standards

1. The County shall require site-specific archaeological investigations for all development proposals which may impact sensitive archaeological sites described in the EIR.
2. Mitigation measures to protect archaeological sites shall be implemented through conditions in development permits and shall require on-site monitoring by qualified personnel during excavation work in areas identified as sensitive for archaeological resources. Development activity shall cease whenever artifacts or skeletal remains are discovered until arrangements can be made to avoid or otherwise protect the site. Identified archaeological sites shall be protected through non-building setbacks to be recorded on the subdivision map.
3. The local ~~Indian~~ Tribal Council shall be notified of all discretionary development application for review and comment.

Figure 7-1

Noise Contour Map



LOCATION OF 65 dB Ldn CONTOURS

7.3 Agricultural Land Protection Standards

The following policies apply to all lands adjacent to agricultural lands located outside of the Plan Area.

1. Residential lands adjacent to agricultural lands shall be fenced in accordance with County Ordinance 4111 and Resolution 98A-90.
2. New residential lots within the Plan Area located adjacent to agriculturally zoned land outside of the Plan Area shall maintain 10-acre minimum lot size. Such parcels shall not exceed a 3:1 length to width ratio.
3. No use or activity shall be permitted on property adjoining agriculturally zoned land which conflicts with the agricultural uses.
4. New lots within the Plan Area adjacent to agriculturally zoned lands located outside of the Plan area shall maintain a 200-foot setback for incompatible land uses (schools, dwelling, etc.).

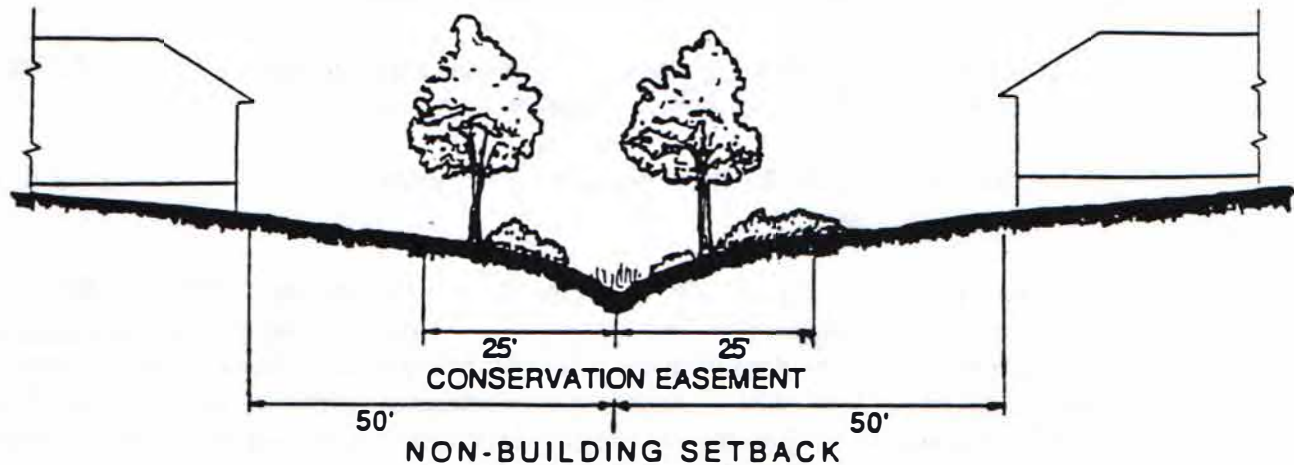
7.4 Wetlands & Intermittent Streams & Drainages

It is the intent of this Plan to retain and protect as much of the existing wetlands and intermittent stream and drainage resources as possible. The primary method of preservation will be avoidance by means of conservation setbacks. As defined in Section 3.3, the principal means of stormwater conveyance will be by means of intermittent stream and drainage channels. Aside from street crossings, pedestrian paths, and other features described in this Plan, improvements to land within intermittent stream and drainage setback areas will be precluded.

7.4.1 Wetlands & Intermittent Streams & Drainages Protection Standards

1. Wetlands, as identified on Figure 1-5, Wetlands and Surface Hydrology Map, shall be protected by the creation of a conservation easement extending 50 25 feet from the boundary of the identified wetland or from the edge of the riparian zone, whichever is greater.
2. Intermittent streams and drainages, as identified in Figure 1-5, Wetlands and Surface Hydrology Map, shall be protected by a 25-foot-wide conservation easement measured from the center each side of the intermittent stream channel bank or from the outside edge of any preserved wetland riparian zone, whichever is greater. This non-building conservation area easement shall be shown on all subdivision maps and building site plans and shall be recorded with every parcel so effected. Additionally, a 50 foot non-building setback measured from the center of the intermittent stream channel shall be shown on all subdivision maps and building site plans and shall be recorded with every parcel so effected. All grading and construction other than fences, as defined herein, shall be prohibited in the conservation easement. Grading, benches, decks, trails, lighting, signs, detention basins and landscaping are allowed in the non-building setback area (See Figure 7-2, Intermittent Stream Setback Concept).

3. Any project proposing septic systems shall provide a minimum 50-foot setback from intermittent stream centerline bank to any component of the septic system if a septic capability study determines septic is appropriate for the site.
4. Where applicable, 15-foot public access easements shall be recorded within the riparian open space corridors and shall be located at least 25 feet from the banks centerline of intermittent streams. Pedestrian and bike trails and utilities may be installed within these easements. Pedestrian and bicycle trails shall be constructed only within designated open space areas located at least 25 feet from stream banks centerlines and outside of the riparian vegetation areas. Such pathways shall be designed to avoid impacts to wetlands and intermittent streams.
5. All easements shall be dedicated to the EDHCSD and/or the Landscape and Lighting Assessment District (LLAD) formed for maintenance of the trails, drainage and conservation setbacks. (See Section 9 .1. 7)
6. Fences shall not be permitted within any conservation easement or ~~designated open space areas~~.
7. Ponds or detention basins shall be protected by a conservation easement, excluding those located within parks, which extends ~~100~~ 25-feet from the high water line.
8. Livestock grazing or the keeping of animals is not consistent with the conservation easements defined herein and is not permitted.
9. Temporary fencing (chain link, ski fencing, or other suitable high visibility material intended to alert construction workers to the presence of protected wetlands) shall be installed at least 10 feet from the outside boundary of retained wetland areas along the length of the construction site prior to construction, grading, or movement of material or machinery onto the site. The fencing shall not be removed until construction activity is completed and finalized by the appropriate inspection authority.
10. Intermittent stream and drainage channels, as identified in Figure 1-5, shall be left in a natural condition, except where minor grading and vegetation cutting is required to maintain drainage flows within the channel to minimize erosion. Energy dissipators shall utilize natural materials which do not adversely effect water quality.
11. Within jurisdictional wetlands, all grading and construction shall be in accordance with a Section 404 permit.
12. Stormwater detention basins shall be designed to ensure public safety, be visually unobtrusive, and provide wildlife habitat. The design shall be reviewed and approved by the Department of Transportation (DOT) and the CDFG.
13. To ensure that storm drainage flows are not impeded to the degree that flooding occurs, tree planting within stream corridors shall be reviewed and approved by the County DOT.
14. Street crossings of intermittent streams shall be by bridges or half-round culverts to facilitate the passage of terrestrial and aquatic organisms.

Figure 7-2**Intermittent Stream Setback Concept****7.5 Woodland Habitat & Oak Trees**

It is an objective of this Plan to conserve and enhance existing oak woodland habitat and native oak trees to the maximum extent possible. It is also the objective of this Plan to maintain existing native plant species within natural habitat areas and to introduce only native plant species to these areas. Compensation trees, as described herein, are encouraged in habitat establishment areas to the extent that such trees are native oak or riparian species.

The following policies are intended to minimize tree loss and provide for the planting of new trees as compensation for oak trees 6 inches dbh or larger which are impacted by development of the Plan Area. The requirement for tree replacement or compensation is triggered as a result of any disturbance to an oak tree or the soil within its dripline or canopy (i.e., cutting roots, removal, trenching, grading, etc.). The compensation policy is predicated upon the anticipation that impacted trees have a higher probability of mortality than non-impacted trees.

In addition to the policies outlined in this section of the Specific Plan, General Plan Policy 7.4.4, the County's Oak Resources Management Plan (ORMP) and Oak Resources Conservation Ordinance (ORCO) shall apply. In any instance where the BLHSP provisions conflict with the standards or requirements of the County's ORMP and ORCO, the ORMP and ORCO provisions shall take precedence.

Dripline or canopy is defined as the aerial extent of branches and foliage of one or several adjoining trees projected to ground level.

1. At the time of subdivision application, a certified arborist's report shall be submitted and include the following with respect to oak and other native trees:
 - a. Based upon air photos and a ground survey on a base map of 1" = 50' scale or larger;
 - b. Location of dripline for all trees 6 inches dbh, or greater, and groves of trees;
 - c. Size (dbh) and species determination list of all trees 6 inches dbh or greater within the project area;
 - d. Trees impacted by the proposed project;
 - e. Location of planting areas for compensation trees;
 - f. Health of trees and any recommendations for trimming and/or removal for health and safety purposes requires no compensation; and
 - g. Management plan for the long-term conservation of oak woodland habitat in the subdivision area.
2. Oak tree groves and oak woodland habitat shall be conserved within the Plan Area principally by avoidance. PD Combining Zone District shall be employed as a means of clustering residential density away from oak tree groves. Groves may be included within residential lots only if homes are constructed within a designated building envelope that avoids the grove(s), or the grove is contained within a conservation setback as previously described. Any tree in a grove impacted by construction activity shall be subject to a 1: 1 compensation ratio, with a minimum 5-gallon tree of like species.
3. A grove shall be defined as any group of oak trees, regardless of maturity, with a continuous canopy of 5,000 square feet or greater measured at the dripline (See Figure 7-3).
4. Impacted trees (non-grove) shall be replaced by like oak species and a minimum 5-gallon tree at a ratio of 2: 1.
5. An impacted tree is defined as any oak tree which has (1) had live branches or roots cut or otherwise removed; or (2) has had soil within the dripline disturbed by grading, trenching, or tunneling. Diversion of storm drainage into, and irrigation within the dripline area constitutes impact under this definition(s). Those trees removed for health and safety purposes are not considered impacted trees.
6. All compensation trees shall be planted within the public street right-of-way landscape easements, open space areas, parks, park-and-ride lot areas, and other lands owned by the public, homeowners associations or encumbered by conservation easements.
7. Compensation trees shall be planted in a manner and location prescribed in the arborist's report.
8. Where tree protection is required, the property owner shall be required to provide financial security in an amount identified by an arborist. The security shall be forfeited and utilized for ongoing tree maintenance programs if the tree is impacted as defined herein

9. Fencing (chain link, ski fencing, or other suitable material) shall be provided as a physical barrier to alert construction workers and property owners of the protection. The fencing shall be installed one foot outside the dripline of any single tree or grove which is in close proximity to, and potentially affected by construction activity. A sign shall be posted which describes the trees as protected and subject to forfeiture of a security deposit.
10. The survival rate of compensation trees shall be 90 percent for a period of 5 years from the date of planting. To ensure this survival goal, the following measures shall be provided:
 - a. To guarantee survival through the first 3 years following planting, a maintenance bond, cash, or other financial encumbrance acceptable to the County and the EDHCSD shall be provided based on a cost estimate provided by the arborist's report.
 - b. The tree survival program shall be administered by the EDHCSD and be funded through the LLAD.
 - c. The LLAD shall fund, and the CSD shall administer the ongoing planting program defined in the arborist's report.
 - d. Survival for years 3 through 5 following planting shall be ensured by a LLAD administered by the EDHCSD. Tree impact forfeiture money will be diverted to this district per the above policy.
11. In addition to the oak tree compensation program, a minimum of four (4) trees of any native species shall be planted on each lot within the Plan area in conjunction with construction and prior to occupancy of each dwelling. Trees shall be a minimum container size of 5 gallons.
12. Irrigation within the driplines of existing oak trees is prohibited, except by means of drip irrigation systems which focus upon the target vegetation.

Figure 7-3
Oak Tree Grove Definition



5,000 SQUARE FEET OF CONTINUOUS CANOPY

- - - - - = Area Measured by Planimeter

8.0 DESIGN GUIDELINES

The following guidelines apply to all public land within the Plan Area and are intended to promote a sense of community identity through common design themes and enhance the quality of life of Plan Area residents.

8.1 Streetscape

The following describes streetscape (i.e., plant materials and other landscape features) installed within public rights-of-way and landscape easements of Bass Lake Road and all primary local roads. All plant materials shall be consistent with the EDHCSD Landscaping Guidelines for landscape easements along roadways.

Compensation trees may be planted in any publicly-maintained area and planted in a way to not pose a safety hazard.

8.1.1 Bass Lake Road

Landscape Easement

Landscape easements shall be created on each side of the 100-foot-wide Bass Lake Road right of-way. The landscape easement will accommodate the following streetscape features:

1. 8-foot-wide asphalt concrete Class 1 bicycle/pedestrian path and 6-foot-wide pedestrian pathway as described in Section 4.1 of the Plan. The path shall meander and avoid maintaining a parallel relationship with the street unless infeasible to do so;
2. Wall, fences, and berms (as further described in Section 8.6, herein); and
3. Plants, including trees, shrubs, and ground cover. Plant materials shall be selected from the list contained in the EDHCSD Landscaping Guidelines. Native, drought-tolerant plants and trees shall be used as prescribed by State and local regulations. A primary objective of the planting shall be to obscure the visibility of any solid wall or fence as depicted in Figure 8-1.

Median

Planting within the 16-foot-wide median shall include trees with a drought-tolerant shrub and ground cover understory.

Right-of-Way

1. Any portion of the public right-of-way not devoted to street or pedestrian path paving shall be planted with a low ground cover.

2. Where bus shelters are installed, a consistent architectural design theme shall be followed for all shelters in the Plan Area.
3. All new electrical and communication transmission facilities shall be installed underground; however, above-ground transformers and substations are permitted where appropriately screened and designed as specified herein

Figure 8-1**Wall/Fence Planting Detail****8.1.2 Primary Local Roads*****Landscape Easement***

1. Landscape easements shall be created on each side of each 60-foot-wide primary local road right-of-way. The landscape easement will accommodate the following streetscape features:
 - a. Wall, fences, and berms (as further described in Section 8.6); and
 - b. Plants, including trees, shrubs, and ground cover. Plant materials shall be selected from the list contained in the EDHCSD Landscaping Guidelines. Native drought tolerant plants and trees shall be used to the maximum extent possible. A primary objective of the planting shall be to obscure the visibility of any solid wall or fence, as depicted in the sketch provided in Figure 8-1.
3. Prominent entry landscape treatments may be employed at village entry points in order to foster a sense of community identity. (See Section 8.8 relative to signs)

Right-of-Way

1. Any portion of the public right-of-way not devoted to street or pedestrian path paving may be planted with a low ground cover

2. All new electrical and communication facilities shall be installed underground; however above-ground transformers and substations are permitted where appropriately screened or landscaped. (See Section 8.3 herein)

8.2 Park-and-Ride Lot

It is an objective of the Plan to screen the park-and-ride lot from off-site view. To that end the following guidelines shall be employed:

1. All sides of the park-and-ride lot shall contain a planter area no less than ten (10) feet in width. Within the planter area a variety of shrubs and ground cover shall be planted which, within a period of five (5) years, shall obscure the view of vehicles within the lot to a height of three (3) feet above the parking lot surface.
2. Native trees shall be installed within the planter area to provide visual screening from higher vantage points and within the parking area in order to provide shade for parked vehicles.
3. Native drought-tolerant plant species shall be used to the extent possible.
4. Where bus shelters are installed, a consistent architectural design theme shall be followed for all shelters in the Plan Area.
5. Park-and-ride lots shall be provided interior trees planted at a minimum ratio of 2 trees per 5 parking spaces.
6. The area shall be one of the receiving areas for compensation trees.

8.3 Water Storage Tanks, Electrical Substations, and Sewage Lift Stations

It is an objective of the Plan to screen public facilities such as water storage tanks, electrical substations, and sewage lift stations and similar features from view. The following guidelines shall apply:

1. Water storage tanks, electrical substations, and sewage lift stations shall be screened or landscaped from view through the use of fast-growing evergreen trees inter-planted with native evergreens. Where possible, earthen berms shall be used in combination with planting to achieve the desired screening more quickly.
2. Where water tanks are visible and not immediately screened by plant materials and/or berms, the tank shall be painted a neutral, earth-tone color as a means of making the tank less noticeable.

3. A planter at least five (5) feet in width shall be provided on all sides of electrical substations and sewage stations, regardless of the type and quality of fencing or wall materials used. Trees and shrubs shall be planted which provide total screening of the facility within a period of ten (10) years.

8.4 Stormwater Detention Basins

As part of the stormwater drainage system, the Plan employs detention basins and are intended to be functional in design. It is the intent of this Plan that detention basins appear as natural as possible. Essentially, during dry weather these basins will appear as shallow depressions in which native plants grow, while during periods of heavy rain the basins will appear as natural ponds.

Detention basins are not intended as long-term seasonal water features; basins will be filled with water only during peak storm flows, after which time water levels will diminish. The following guidelines shall govern the design of detention basins:

1. The sides of detention basins shall be gently-sloping. The maximum slope ratio shall not exceed 4:1.
2. Basins shall be constructed of earth and stone. No concrete or other man-made materials shall be employed, except at spillways, inlets, and other such control structures.
3. Planting of riparian trees and shrubs is encouraged around the perimeter of the basin.

8.5 Open Space Areas

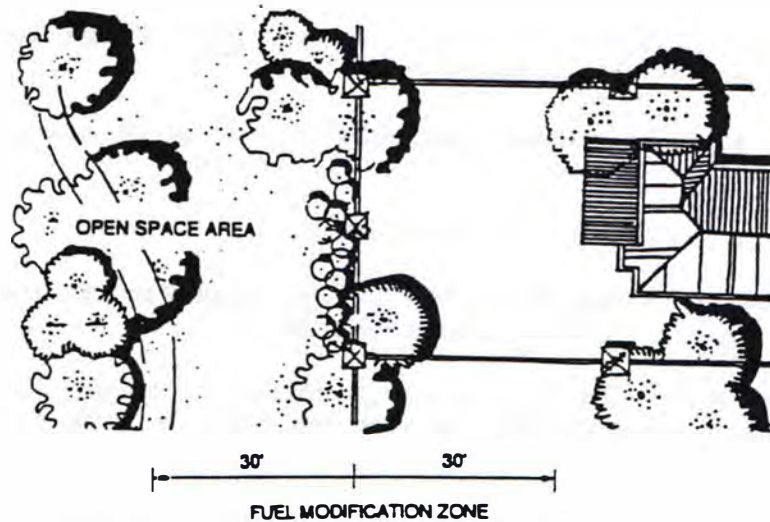
8.5.1 Fuel Modification Zones

Fuel modification zones represent a physical separation between non-irrigated natural open spaces and the built environment created by the installation of plant materials which are fire resistant. The purpose of such zones is to reduce the hazard of wildfires and to allow for a naturalized, visual transition between developed areas and natural open space. Specific guidelines for fuel modification zones are as follows:

1. A fuel modification zone shall be established in all instances where residential development abuts an open space area, other than stream zones subject to fire district approval. The zone shall extend into the open space area a distance of thirty (30) feet and into the private residential lot a distance of thirty (30) feet consistent with fire safe requirements. This concept of a shared fuel modification zone is illustrated in Figure 8-2. Stream-zone buffers shall be as follows: Stream-zone, fifteen (15) feet; residential lot, thirty (30) feet.

Figure 8-2

Fuel Modification Zone



2. Dead wood, dried leaves, and other combustible materials shall be routinely removed from both public (through LLAD) and private (by owner) within the fuel modification zone.
3. Low fuel volume plants to be installed in Fuel Modification Zones shall include the following:

Native:

Eriophyllum spp/Yarrow
 Eschscholzia californica/California Poppy
 Lupinus spp/ Annual Lupines
 Mimulus spp/Monkey Flower
 Penstemon spp/Penstemon
 Trichostema lanatum/Woolly Blue Curls
 Zauscheneria spp/California Fuschia

Introduced:

Artemesia caucasica/Silverberry
 Atriplex glauca/Saltbush
 Atriplex semibaccata/Creeping Saltbush
 Cistus crispus/Rockrose
 Santolina chamaecyparissus/Lavender Cotton
 Santolina virens/Green Santolina

(From Trees & Shrubs for Dry California Landscapes, by Bob Perry)

8.5.2 Pedestrian Paths

Pedestrian pathways and trails within all open space areas, including intermittent stream and drainage corridors, shall comply with the following guidelines:

1. Trails and pathways shall be installed within a 25-foot-wide public access easement a minimum of 15 feet from streambanks.
2. Trail grades to the maximum extent possible shall maintain a preferred range of 0 to 15 percent.
3. The surface shall be three (3) feet in width.
4. An all-weather surface shall be used, consisting of asphalt concrete pavement, crushed rock, decomposed granite, or other suitable material.
5. Pathway locations shall avoid intrusion upon privacy of adjoining private property. The maximum possible separation shall be provided between the pathway and the property line.
6. Pathways shall be curvilinear in horizontal and vertical alignment and should conform to natural topography to the maximum extent possible.
7. Except as otherwise described herein, pedestrian paths and trails shall meet or exceed the standards contained in the El Dorado County Hiking and Equestrian Trails Master Plan. Erosion control measures shall be included in the design and maintenance of all trails.

8.6 Walls, Fences, and Berms

8.6.1 Streetscape

It is the intent of this Plan for walls and fences installed along streets for purposes of privacy and/or noise attenuation to be as visibly unobtrusive as possible. To this end, walls and fences shall adhere to the construction guidelines set forth herein and shall be screened with trees and shrubs in accordance with the planting guidelines set forth in Section 8.1.2. All improvements and construction materials and colors shall be consistent with EDHCSD Landscaping Guidelines.

These guidelines apply to walls and fences installed within all public street rights-of-way and landscape easements along Bass Lake Road and all primary local roads.

1. Fences and walls shall be constructed of weather and rot resistant materials. Where wood is used, appropriate treatment shall be applied to enhance longevity based on best construction practices

2. Walls and fences (and walls and fences installed on graded berms) shall not extend higher than six (6) feet above finished grade.
3. In all cases where fences and walls are installed along streets, plant materials shall be installed which provide screening of at least 60 percent of the wall/fence when viewed from the nearest point on the street within a period of five years.
4. Where possible, earthen berms shall be employed in lieu of fences and walls in order to provide both noise attenuation and privacy. Where berms are used, particular attention shall be given to ensuring that storm drainage is not impaired.

8.6.2 Open Space Areas

Fences bordering dedicated open space areas, including habitat establishment areas along intermittent streams and other open space areas, shall utilize an open design which provides views through the fence and which provides for passage of wildlife. Solid fencing shall be prohibited in such instances. Open fencing types described in EDHCSD Landscaping Guidelines shall be used.

Agricultural areas identified on the Specific Plan Land Use Diagram as Williamson Act lands shall be fenced according to County Ordinance 4111 and Resolution 98A-90.

8.7 Lighting

The following guidelines address nighttime illumination in all public areas, including streets, park-and-ride lots, and parks. These guidelines are intended to ensure that nighttime illumination enhances safety and convenience in an aesthetically pleasing, unobtrusive manner. Illumination of private property is not addressed by these guidelines.

1. In all instances, lighting shall be the minimum intensity necessary to achieve its intended purpose.
2. Downward-oriented cut-off type fixtures and shielding shall be used in order to prevent light spillage and glare impacts beyond the target of illumination.
3. Lighting for pedestrian pathways and parking areas shall illuminate only the pavement. Use of low bollard-type fixtures is encouraged. Tall (16 feet or higher) pole-mounted fixtures are discouraged.
4. Energy conservation shall be a prime consideration when designing any lighting system. Photocell operation is mandatory to ensure efficient use of energy and minimize unnecessary light on time 11.
5. Open space areas shall not be illuminated either directly or indirectly by light spillage from outside light sources.

6. Subdivision and village identification signs within the Plan Area shall not be internally illuminated. (See Section 8.8 relative to signs)

8.8 Signs

It is the intent of the Plan to prevent the use of signs which are inconsistent with the community character. All signs shall adhere to the sign requirements of the zone, the El Dorado County Sign Ordinance and to the following guidelines:

1. One permanent sign that identifies a village is permitted at each village entry point on primary local roads. Such signs are prohibited on Bass Lake Road. Each subdivision may include an identification sign, at each entry point.
2. Permanent village signs shall be restricted to 36 square feet of area, and subdivision signs shall be restricted to 24 square feet of area.
3. Signs shall employ natural materials such as stone and wood to the maximum extent possible. Plastic and metal signs are prohibited, except that metal may be used for lettering. Materials should complement those used in walls and other streetscape enhancements and shall be of high quality and high durability. The use of identification signs incorporated into walls is encouraged.
4. Natural earth-tone colors and materials shall be used.
5. No internally illuminated signs shall be permitted.
6. All signs shall be low monument-type signs no higher than six (6) feet above finished grade. Pole-mounted signs are prohibited.
7. All temporary subdivision marketing signs and permanent village entry signs shall be incorporated into the design of a landscape planter.
8. Signs shall be no closer than fifteen (15) feet to any public street right-of-way. Monument signs shall be located to preserve sight distance at intersections.
9. Signs shall always be maintained in good condition, clean and free of graffiti or other disfigurations. Planting at all signs shall be maintained to allow for easy and safe visibility and to enhance the sign face and structure.
10. Prohibited signs include, but are not necessarily limited to the following:
 - a. Billboards or any signs which will change on a regular basis;
 - b. Signs which promote any other project or site other than those in the Plan Area, except those which may be permitted at the Bass Lake Road and Country Club Drive intersection;
 - c. Inflatable signs;
 - d. Animated or moving signs; and
 - e. Signs closer than fifteen (15) feet to any public street or open space area.

11. Temporary signs: Temporary sales signs for subdivision homes or lots shall not be located within rights-of-way, landscape easements, or open space areas.
12. One monument sign that defines the area as “Bass Lake Hills” may be installed at the Bass Lake Road and Country Club Drive intersection. Such sign shall be subject to review by the El Dorado Hills Design Review Committee.

8.9 Architectural Design

The Plan provides for the construction of a variety of above-ground public facility structures, including one public school and a fire station. In addition, electrical substations and sewage lift stations required for Plan Area infrastructure may require above-ground structures.

It is the intent of this Plan that all above-ground structures and architecture be designed to be consistent with the architectural design, including form, colors, and materials of the adjoining residences.

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9.0 IMPLEMENTATION AND ADMINISTRATION

This section describes the mechanisms by which the land uses and policies contained in this Plan are implemented. Included are the following topics:

- Land use regulation
- Specific Plan adoption and amendment procedures
- Specific Plan preparation and engineering reimbursement
- Public facility financing
- Public facility maintenance responsibilities
- Phasing

9.1 Land Use Regulation

9.1.1 Existing Zoning

The Plan Area presently contains ~~four different~~ seven zoning classifications, as follows:

Residential Estate Ten-Acre (RE-10)

Residential Estate Five-Acre (RE-5)

Agriculture (A)

Transportation Corridor (TC)

Zone districts RE-10 and A require a minimum of 10 acres per parcel. RE-5 zoning requires a minimum of 5 acres per parcel. TC zoning permits a minimum of 5 acres per parcel and only permits the development of transportation facilities as a matter of right with other non-transportation uses permitted by special use permit.

9.1.2 Proposed Zoning

The Plan is a policy document which provides a refinement of the broad goals and policies set forth in the General Plan. The Plan also augments and implements the mitigation measures contained in the EIR and Addendum. The Plan is to be implemented by provisions of the El Dorado County Zoning Ordinance and as modified to implement the General Plan. The Plan does not create new zoning districts but does prescribe new development standards.

Where policies contained in this Plan conflict with other existing policies or ordinances, the policies of this Plan shall provide a basis for ordinance amendment or creation of ordinances applicable to this area. As required by State law, all land uses proposed in the Plan are consistent with the General Plan.

As a component of Plan implementation, the County will adopt an area-wide ordinance applying zoning to the Plan area. The primary zoning will be a PD overlay with maximum densities applied per Plan land use policies and designations. Bonuses will provide additional density per General Plan and Specific Plan policies.

One Family Residential Single Unit Residential (R1)

The northern portion of the Plan Area will be zoned Single-Family Residential (R1) with a minimum lot size of 6,000 sq.ft.; however, other zoning districts could also be applied which are consistent with the area plan designations and density bonus opportunities.

Multi-Unit Residential (RM)

Approximately 23.9 acres north and south of Country Club Drive will be zoned Multi-Unit Residential (RM). The intent of this zoning is to provide employee housing, guest rental housing and senior housing units. This zone is applicable to lands designated as Multi-Family Residential (MFR) on Figure 3.1, Land Use Diagram.

Community Commercial (CC)

Approximately 26.2 acres of Community Commercial zoning is located in the south portion of the SPA area situated between Country Club Drive and U.S. Highway 50 immediately east of Bass Lake Road. The intent of this zoning is to allow visitor serving uses and mixed-use development consistent with General Plan Policy 2.1.6.4. This zoning is applicable to lands designated as Commercial (C) on Figure 3.1 Land Use Diagram.

Open Space (OS)

Approximately 7.9 acres of the SPA area north and south of Country Club Drive is zoned Open Space (OS). This zoning may be applied to other portions of Plan Area properties as future tentative subdivision maps are submitted for approval to the county. The intent this zoning is to preserve and protect natural feature such as oak woodlands and intermittent streams and is viewed as an alternative to conservation easement described in Section 3.3 of the BLHSP. This zoning is applicable to lands designated as Open Space (OS) on Figure 3-1 Land Use Diagram.

Planned Development (PD) Combining Zone District

The PD Combining Zone District, as presently described in Chapter ~~17.02~~ and ~~17.04~~ 130.28 of the Zoning Ordinance, will be used throughout the Plan area as a means of transferring density within individual subdivision proposals in order to provide sites for various public facilities, and open space, to preserve natural features, etc.

9.1.3 Density Transfer

Following is a description of special zoning mechanisms to provide density transfer both within and beyond individual subdivisions.

Planned Development (PD) Combining Zone District.

As provided in Chapter ~~17.02~~ and ~~17.04~~ 130.28 of the Zoning Ordinance, the PD Combining Zone District shall be applied to certain lands in the Plan Area in order to encourage and provide for creative and flexible approaches to the use of land through the redistribution of residential densities to protect natural resources, provide addition recreational facilities, and provide open space. Application of the PD Combining Zone District allows flexibility in the establishment of all development standards, including required yard areas (setbacks), lot area and width, lot coverage and other provisions. Furthermore, in order to maximize land use and preserve natural features, the PD Combining Zone District allows for transfer of residential density within individual tentative map and village boundaries within commonly owned or planned contiguous lands.

9.1.4 Subdivisions

The County Subdivision Ordinance and the State Subdivision Map Act proscribe the process for review of subdivision requests. Under State law, the County must make findings justifying the approval or denial of subdivision requests, including consistency of the proposed subdivision with the General Plan and this Plan. Moreover, all development proposals must be consistent with the EIR and include applicable mitigation measures.

Development of the Plan Area will occur through a series of PD plans and subdivision maps. Each map will be reviewed for consistency with this Plan and other applicable County policy documents, ordinances, and the EIRs. In addition, final subdivision maps must be in compliance with conditions of approval, and where applicable, with any development agreements approved in conjunction with this Plan and/or individual tentative maps.

9.1.5 Development Agreements

Section 65864 et seq. of the Government Code authorizes the County of El Dorado and developers to enter into agreements that are effective regardless of subsequent changes in the General Plan, this Plan, zoning, subdivision, and building regulations. The development agreement specifies the permitted use, density, dedication provisions, and a number of other matters. Such agreements may also set forth obligations of Plan Area developers regarding the nature, timing, and financing of infrastructure improvements, right-of-way improvements, and public dedications.

A development agreement is a contract constituting a promise by the County that planning policies and regulations will not be changed for a specified period of time with respect to a particular project. In return, the developer agrees to construct certain improvements according to a specific time schedule.

Policies relative to use of development agreements are contained in Section 3.3.

9.1.6 Covenants, Conditions, & Restrictions (CC&Rs)

Individual developers shall prepare and record CC&Rs for projects in the Plan Area. Also known as a deed restriction, such an instrument, when recorded, runs with the land and obligates the property owner and a homeowners association to requirements contained in the CC&Rs. The CC&Rs should be developed and adopted to provide consistency throughout the Plan Area. The County will not be involved in the enforcement of these restrictions. Generally, enforcement will be the responsibility of the El Dorado Hills Design Review Committee.

CC&Rs must be reviewed for consistency with adopted mitigation measures. If not consistent, they must be modified. However, it must be noted that CC&Rs are not acceptable as mitigation measures with respect to CEQA, but they can be more restrictive.

9.1.7 Land Dedications & Encumbrances

This section describes various mechanisms employed by the Plan to acquire land (in fee) for public use and to control land which is retained in private ownership. All land dedicated to a public entity, either in fee or through an easement, will be maintained by that entity.

Street rights-of-way as depicted within this Plan, will be shown on tentative subdivision maps and dedicated to the County of El Dorado in conjunction with the subdivision approval process, as provided for in the Subdivision Map Act.

The school site reservation, as depicted in this Plan and tentatively approved by the State ~~OEA~~ Department of Education, School Facilities & Transportation Services Division will be shown on the affected tentative subdivision maps and will be reserved for the applicable school district in conjunction with the subdivision approval process. The site will be purchased by the area-wide community facilities financing district, or other public financing district and held in reserve for the school district by the financing district. The purchase of the site by the financing district shall comply with all State rules and regulations for the acquisition of school sites, including regulations pertaining to site inspection and procedures for establishing the purchase price.

Local park sites will be dedicated to the CSD during the subdivision process.

Public utility easements will be included within street rights-of-way and elsewhere, as needed, and offered for dedication in conjunction with the subdivision process. In certain instances, land within parcels not proposing development may be required for public facilities. In such instances, the County will take responsibility for acquisition, using means available to it. Acquisition costs will be paid by Plan Area project proponents on a proportionate-share basis through the assessment district.

The Plan suggests various methods to benefit the public by protecting identified natural resources through restrictions upon use, by providing public access, or by providing for long-term maintenance of an installed amenity, such as landscaping or a trail. In some instances, more than one form of encumbrance may be used in an overlapping manner. The principal methods, collectively defined as “conservation setbacks” are as follows:

Non-building Setback.

An area shown on tentative maps and recorded maps and filed as a notice of restriction on the deed as being restricted from all grading and construction activity other than fences. There is no easement involved and there are no public rights or responsibilities, except where a conservation easement or a public access easement may also exist, as described herein.

Conservation Easement.

The conservation easement constitutes a notice of restriction on development rights and does not, in and of itself, provide for access by the general public. Public access is provided only when a public access easement is granted, generally in conjunction with a pedestrian pathway, as described below.

Except as required for maintenance and access by public agencies, all construction, grading, and tree removal is prohibited in conservation easements. Where grading and vegetation removal is necessary for access or safety, it shall be minimized to the extent possible and be part of the open space management plan.

Conservation easements shall be dedicated to and maintained by the EDHCSD via a LLAD and/or home owners association. Maintenance will consist primarily of periodic vegetation and grass removal as may be required to reduce fire hazard per the fuel management plan. Maintenance access for vehicles shall be within a recorded public access easement.

Community Held Open Space.

Another option exists to accomplish a variety of goals through common ownership of open space. Such ownership can be for a variety of reasons, including riparian/wetland setback areas, noise setbacks, woodland conservation, and private recreation facilities such as a golf course or equestrian area.

Community held lots may be created during the subdivision map process and may use a variety of mechanisms to prevent future development. Public access may be restricted or allowed through granting access easements. The homeowners association of the subdivision can be responsible for maintenance of any facilities and/or fuel management activities, or the property can be dedicated to the CSD and maintained by a LLAD.

An open space management plan, subject to the approval of the Planning Commission, shall be prepared prior to the submittal of tentative map applications within the Plan Area.

Public Access Easement.

Public access easements serve the dual purpose of providing vehicular access for maintenance, fire suppression, and other emergency response and non-vehicular access by the general public for recreation purposes. Public access easements described in this Plan are a minimum of 10 feet in width and contain an asphalt concrete or all-weather (crushed rock or decomposed granite, etc.) pathway 8 feet in width which may be used jointly by maintenance and emergency vehicles, pedestrians, equestrians, and bicyclists.

Public access easements are dedicated to and maintained via a LLAD by the CSDs. Public access easements are provided where pedestrian facilities occur within landscape easements.

Landscape Easement.

Landscape easements are required along major streets to provide an area for noise setbacks, installation of landscaping, and pedestrian facilities.

As shown on Figure 4-1, landscape easements shall be provided outside and immediately adjacent to both sides of the public street right-of-way along Bass Lake Road and local collectors. Landscape easements shall be dedicated to and maintained via a LLAD by the CSD.

Public Utility Easement.

Public utility easements are acquired by utilities in the subdivision process to accommodate and provide access to public infrastructure and utilities, such as water and sewer, electrical, and communication lines. Access by the general public is not provided.

9.2 Specific Plan Adoption and Amendments

The Plan shall be adopted and amended in accordance with California Government Code Section 65453. Adoption and amendment of this Plan shall be by resolution of the County Board of Supervisors following consideration by the Planning Commission and appropriate environmental determinations. Appropriate implementing ordinances and revisions will accompany the Plan approval and amendment as necessary.

As stated in the Government Code, the Plan “may be amended as often as deemed necessary by the legislative body”. Amendments to this Plan may be initiated by property owners, or the County in accordance with any terms or conditions imposed during original Plan approval, or in accordance with any terms and conditions contained within any development agreement which accompanies this Plan.

The Planning Director shall have the responsibility of distinguishing which amendment requests are significant and require legislative action, and which requests are insignificant and may be addressed administratively through a written finding of substantial compliance with the Plan. Examples of significant amendment requests requiring review and approval by the Planning Commission and Board of Supervisors include the following:

1. The introduction to the Plan area of a new land use designation not contemplated in this Plan, or in subsequent amendments;
2. Changes or additions which materially alter the stated intent and goals of this Plan, or its subsequent amendments;
3. Any change which would result in a significant adverse environmental impact not addressed in the EIR, the Addendum, or any subsequent project environmental document; and
4. Any proposal to increase residential density above the limitations set forth in this Plan or allowed by the General Plan.

If the amendment request is deemed to be insignificant, the Planning Director may approve or deny the request. Actions of the Director may be appealed in the manner prescribed in the El Dorado County Zoning Ordinance.

The following findings shall be made in the consideration of amendment requests by either the Planning Director or the Planning Commission:

1. That the proposed amendment will result in a benefit to the area within the Plan;
2. That the proposed amendment is consistent with the El Dorado County General Plan;
3. That the proposed amendment will not result in any adverse effect on adjacent properties;
4. That the proposed amendment will not affect the provision of public facilities and services to residents within the Plan area;
5. That the physical characteristics of the property affected by the amendment are such that the proposed amendment will not have an adverse impact on the property; and
6. That existing environmental documentation and adopted mitigation measures identifying potential impacts and provide mitigation to insignificance or that findings of overriding considerations have been made.

9.3 Specific Plan Preparation Reimbursement

9.3.1 Reimbursement of County Costs

Section 65456(a) through (d) of the Government Code allows the imposition of a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan. These fees are to reimburse County costs for preparation, adoption, administration and CEQA mitigation monitoring of the Plan. Fees will be assessed prior to recordation of the final map. Plan preparation and adoption costs are not fully known at this time, but will be calculated at the time of adoption and will be included as an appendix to the Plan.

Administration of the Plan will involve an ongoing mitigation monitoring program and review of the public facilities financing plan. A function of the LLAD formed for ongoing administration and maintenance in the Plan Area could include an assessment for ongoing administration by the County of El Dorado as described above. The mitigation monitoring program contained in the Addendum outlines the tasks.

9.4 Public Facility Financing Plan

The financing of all common public facilities described in this Plan will be accomplished by the Public Facility Financing Plan (PFFP) described in this Section. Public facilities specifically addressed by the PFFP include the following:

- Bass Lake Road/U.S. Highway 50 Interchange and Project Study Report (PSR)
- Bass Lake Road Right-of-Way and Landscape Corridors
- Country Club Drive

- Primary Local Roads and Landscape Corridors
- Parks
- Open Space Acquisition
- Trails
- Fire Station Site Acquisition, Building, and Apparatus
- School Site Acquisition and Facilities
- Major Water System
- Major Sewer System
- Major Stormwater Drainage System

Based on estimates, the cost of installing the majority of public infrastructure required for the Plan Area will be \$14.7 million dollars (1995 dollars) (See Table 9-1).

The PFFP involves two distinct steps, the first of which is included herein and is called public facility financing concept. The second step, referred to as public facility financing details as outlined in Section 9.4.2 will be provided following adoption of the Plan.

9.4.1 Public Facility Financing Concept

The public facility financing concept contains the following information which is illustrated in Table 9-1.

1. The nature and extent of all facilities necessary to serve the Plan area are described in water, sewer, and stormwater drainage plans provided in Section 5.0, public facilities plans provided in Section 5.0, and Circulation Plan provided in Section 4.0;
2. The cost of providing each facility in 1995 dollars;
3. Description of methods of available construction financing, including engineering, administration, right-of-way acquisition, etc. (Different property owners and developers may elect to pursue different financing methods.) This provides for equitable apportionment and distribution of cost among benefiting properties and includes a methodology for reimbursement to property owners who provide facilities in excess of their benefit; and
4. The intended method of financing long-term maintenance, including monitoring.

Additional Fees

Additional fees may be established by the County and other agencies over time in addition to those set forth in the PFFP. Financial obligations outlined in this Plan will not reduce or negate any other standard fees applicable to assessment districts within the Plan Area.

It is important to note that the PFFP is based on conceptual plans for the major components of infrastructure and not on detailed construction drawings. As a result, the PFFP will necessarily be subject to adjustments as more detailed engineering information becomes available following tentative map approval.

The costs and financing methods set forth in the PFFP are based on land use types and maximum allowable densities as currently shown in Figure 3-1, Specific Plan Land Use Diagram. Accordingly, the PFFP will be subject to adjustment as changes in land use intensity or residential density reductions occur through the specific plan amendment process described in Section 9.2. A final factor which may affect the PFFP is the viability of various financing methods given the local or regional economic conditions

Outside Areas and Non-Participants

Land outside the Plan Area which develops with reliance upon Plan Area public facilities will be required to participate in the construction funding and maintenance of such facilities. This is potentially applicable to those portions of the EDHSP adjacent to the western boundary of the Plan area (See Figure 1-6).

Conversely, land within the Plan Area which is able to develop without reliance upon Plan Area public facilities will be exempted from certain aspects of the PFFP. Villages which adjoin Cameron Park may meet this criterion.

9.4.2 Public Facility Financing Details

The following information will be provided for final map approval within the Plan Area:

1. Detailed public facility improvement plans (i.e., construction plans) for improvement deemed necessary by discretionary approval of any tentative map;
2. Detailed cost breakdown for all public facilities required for development of the subdivision;
3. Detailed description of construction and maintenance financing mechanism selected from the options described in the public facility financing concept; and
4. Commitment to funding and adherence to the PFFP will be guaranteed by development agreements and security bonds.

9.4.3 Implementation

1. Funding mechanisms for acquisition, construction, and maintenance of all public facilities shall be detailed in the public facilities financing plan, which must be submitted for approval prior to or concurrent with the submittal of the first tentative map application.
2. School site reservations acceptable to the school districts and tentatively approved by the State OLA and as shown on Figure 3-1, Specific Plan Land Use Diagram, shall be reserved in accordance with requirements of the school district. The school site shall be initially acquired through a Community Facilities District (CFO) and held in reserve for the school district.
3. The development agreement process may be utilized as a method to implement Plan policies pursuant to Section 65864 et seq. of the Government Code.

4. The financing plan for the common improvements necessary to serve the individual development projects within the plan shall be approved concurrent with the tentative map.
5. All land acquisitions and easements shall adhere to the descriptions contained in Section 9.1.7.
6. If an assessment district is not formed after Plan adoption, an alternate public facility funding plan must be submitted for review and approval prior to the approval of discretionary development within the Plan boundaries.

9.4 Public Facility Phasing

The phasing, including rate, of construction within the Plan is dependent upon a number of factors, including local and regional market demand and the availability of public facilities beyond the Plan Area.

It is anticipated that Plan Area development will occur as a series of individual tentative maps. Each village must be comprehensively planned through the PD process. Each village PD must address its fair share of public facilities and costs unique to each village. Development does not necessarily have to occur in a contiguous manner as long as necessary public facilities and services are available. In each instance, on- and off-site public facilities as described in this Plan will be provided as necessary to serve development.

It is recognized that right-of-way acquisition and sites for public facilities (i.e., streets, fire station, water tanks, sewer trunklines, etc.) may be required on properties not proposing development in order to provide necessary connections or achieve certain service standards. In such instances, the cost of right-of-way acquisition shall be borne by the project proponent for which the connection is deemed necessary. Provision shall be made for reimbursement by other developers through provisions in the Subdivision Map Act.

The phased construction of the primary local roads described in this Plan will include all street and pedestrian/bicycle paving, street lighting (as needed) and traffic signals, and landscaping. Streetscape improvements along Bass Lake Road and primary local roads will be provided in conjunction with residential development of adjacent properties.

**Table 9-1
Public Facility Financing Plan Concept
(Part 1 of 2)**

PUBLIC FACILITY DESCRIPTION	CAPITAL COST X 1,000	ACQUISITION COST X 1,000	CONSTRUCTION FINANCING METHOD	ACQUISITION FINANCING METHOD	MAINTENANCE FINANCING	INSTALLATION TIME FRAME
Bass Lake Road (BLR) U.S. Highway 50 Interchange + PSR/3	350	N/A	U.S. Hwy 50 Impact Fee CFD/SPF	N/A	State Funds	See Note 1
BLR Improvements and Right-of-Way/4	1,700	160	CFD/Developer Fees	CFD/Developer Fees	County Funds	See Note 1
BLR Sidewalk Bike Lanes/4	200	Include BLR	CFD/SPF	CFD/SPF	County Funds	See Note 1
BLR Landscaping/4	1,500	N/A	Developer Funds	Land Dedication	County Funds	See Note 1
Primary Local Roads/5 & /8	4,500	N/A	Developer Funds	Land Dedication	County Funds	See Note 1
Primary Local Road Landscaping	2,200	N/A	Developer Funds	Land Dedication	LLAD	See Note 1
Major Sewer/2	1,300	N/A	CFD/SPF	Land Dedication	EID	See Notes 1 & 2
Major Water/2	1,500	N/A	CFD/SPF	Land Dedication	EID	See Notes 1 & 2
Parks	TBD	432	Quimby Fees	CFD/SPF	Property Tax	See Note 1
Schools	TBD	300	Mitigation Fees	CFD/SPF/ Mitigation Fee	Master HOA	See Note 1
Required Open Space	525		N/A	Specific Plan Fee	LLAD	Recordation of Final Map of Village
TOTAL ESTIMATED COST	13,775	892				

ONGOING MAINTENANCE MONITORING	
Drainage Facilities	ZOB
Mitigation Monitoring	ZOB

Table 9-1
Public Facility Financing Plan Concept
(Part 2 of 2)

1. Because of the fractured land ownership, the timing of improvements is difficult to predict and is a function of a number of factors, namely how many individual properties anticipate early development, the property's geographic location in the Plan, and how many property owners who will participate in a Community Facilities District (CFD) to fund needed common improvements. The method of choice used to fund common improvements is a CPD because of the flexibility it can offer.

The total estimated capital cost of all common capital improvements and required land acquisitions is \$14.7 million dollars. This breaks down to a cost per equivalent dwelling unit (EDU) of \$10,000. It is the intent of this Plan, subject to adoption, to determine all interested property owners who desire to participate in the development of a CFD to fund common improvements and acquisitions. It is anticipated that this process will take about one year to complete. After determining the number of participants, common improvements needed to serve said parcels will be defined and upgraded as required to serve the balance of the Plan area so as to allow future development to occur. Improvements which will benefit other non-participating parcels will be defined and a participation fee established which would have to be paid before service could be obtained. Participating parcels will be taxed at a minimum tax rate related to benefits received and EDUs desired. Non-participating parcels will be assigned a quantity of EDUs commensurate with the land use plan.

Timing and extent of common improvements will be directly related to the number of parcels which participate initially. As stated above, it is anticipated that the process of determining the scope of initial common improvements will take about one year from the date of Plan adoption.

If no parcels elect to participate in a CFO to fund common improvements, individual tentative maps will be subject to the provisions, policies, and elements of this Plan and be conditioned according to their Plan impacts. The Catholic Church site will not be required to participate in the PFFP. Improvements which are installed in advance by the Catholic Diocese are reimbursable over and above their fair share. Moreover, other parcels designated for public facilities would not be required to participate in the PFFP.

As an alternative to the CFO, it may be possible to develop a specific plan developer fee. Said fee would fund, at a minimum, all required common capital improvements and land acquisitions. Said fee would be approximately \$10,000 per EDU and would be tied to the acquisition of a building permit. This fee would be in addition to other required fees currently charged. Any common improvements installed by the developer would be credited directly to the Plan development fee. The fee would escalate annually in accordance with a recognized and commonly used index. The fee would be limited to construction of single-family units only, except that single-family attached units would be subject to a fee equal to 75 percent of the base fee. Properties on the east side of the hill which do not need EID facilities common to the west side would be subject to a slightly lower fee.

The school site shall be acquired within one year of the approval of the first tentative map and dedicated to the Buckeye Union School District upon acquisition. The Buckeye Union School District shall provide the owner or owners dedicating the site to the District with credits toward their portion of the school mitigation building permit fee. The amount of the credits provided by the Buckeye Union School District shall not exceed \$300,000. The improvements to serve the school site (roads, water, and sewer service) shall be constructed no later than the issuance of the 300th building permit.

Parkland acquisition will be obtained through Quimby requirements.

Required open space will be paid for through the use of the Plan fee. Property owners who have required open space on their property will be eligible to be compensated for said dedications as funds in the fee account are available. Required open space was given a value of \$5,000 dollars per acre in this note. This amount is for estimating purposes only and in no way attempting to influence its actual or perceived value.

Improvements to Bass Lake Road other than landscaping will be reimbursed directly from the County TIM fee program as funds are available.

2. Funds required for the expansion of AD#3 facilities will be financed via a method to be determined after studies involving expansion are complete. Most likely, financing of improvements will be included in the EID Facility Capacity Charge.
3. Traffic volumes on Bass Lake Road in the vicinity of the interchange will be monitored annually by the County to ensure that the interchange operates at Level of Service (LOS) E or better. Subsequent improvements will be funded as described herein.

The County will work with Caltrans to prepare a Project Study Report (PSR), funded by developers, for future interchange improvements. The PSR will describe the scope, schedule, and estimated cost of the project so that the appropriate funding mechanism can be formulated. The traffic study for the PSR will need to quantify traffic operations and improvement needs to approximately the year 2015 between the proposed Silva Valley Parkway/ Highway 50 and Cambridge Road/Highway 50 interchanges.

4. Improvements to Bass Lake Road between U.S. Highway 50 and Serrano Parkway will be financed by Plan area developers. Completion of these improvements shall be credited against traffic mitigation fees for those participating. Improvements to Bass Lake Road north of Serrano Parkway to Green Valley Road, will be funded by traffic impact fees and local development. Subsequent developers will be required to pay traffic impact fees which are in effect at the time of building permit issuance. Includes all streetscape in the public right-of-way and landscape easement.
5. Need and installation time frame is dependent upon subdivision processing and approval. Where the completion of a primary local road requires links beyond an individual subdivision for safety or other reasons, the developers will enter into a reimbursement agreement with the County in order to provide a pro-rata sharing of costs incurred by the first developer for land acquisition, engineering, construction, and other costs as may be reasonable.
6. Fire station costs based on estimates contained in the Program EIR for structure and apparatus.
7. ZOB= Zone of Benefit. (County mechanism.) LLAD= Lighting and Landscape Assessment District. (CSD mechanism.) TBD= To Be Determined. ROW= Right-of-Way.
8. Includes Country Club Drive.
9. Unless otherwise noted, all costs are estimates based on facilities depicted in this Plan using 1995 dollars. (Source: Cooper, Thorne & Associates) Commitment to financial participation by landowners must occur no later than twenty-four (24) months following Plan approval.

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EXHIBIT A

BASS LAKE HILLS SPECIFIC PLAN PARCEL LIST
(Revised October 24, 1996)

<u>APN</u>	<u>Fig. Ref.#</u>	<u>Acres</u>			
108-130-21	1	17.03	108-110-03	46	41.76
108-130-19	2	10.35	108-110-12	47	20.32
108-070-31	3	20.76	108-110-14	48	18.0
108-070-30	4	20.76	108-010-26	49	20.0
108-070-15	5	10.1	108-110-13	50	10.0
108-130-16	6	10.0	108-110-11	51	10.008
108-130-18	7	10.33	108-110-10	52	10.158
108-130-17	8	9.988	108-110-09	53	10.226
108-130-15	9	10.28	108-110-08	54	10.898
108-130-14	10	8.67	108-120-32	55	10.0
108-130-13	11	14.0	108-120-30	56	10.0
108-130-12	12	10.0	108-120-29	57	10.0
108-070-08	13	10.21	108-010-28	58	116.93
108-130-11	14	10.0	108-120-21	59	10.006
108-130-10	15	9.54	108-120-19	60	10.005
108-130-04	16	10.0	108-120-20	61	10.0
108-130-05	17	10.0	108-120-08	62	10.0
108-130-09	18	10.0	108-120-05	63	10.0
108-130-08	19	10.0	108-120-06	64	10.01
108-130-07	20	10.0	108-120-07	65	10.0
108-130-06	21	10.0	103-010-16	66	11.57
108-130-03	22	10.0	103-010-17	67	11.309
108-130-28	23	10.013	103-010-18	68	13.22
108-130-29	24	10.843	103-010-19	69	14.21
108-130-02	25	10.07	108-010-17	70	40.005 Admin.
108-130-25	26	11.543	108-120-24	71	10.003
108-130-27	27	10.014	108-120-23	72	10.0
108-130-26	28	10.001	108-120-25	73	10.001
108-130-24	29	10.014	108-120-26	74	10.005
108-130-23	30	10.066	108-120-10	75	10.0
103-060-01	31	40.099	108-120-12	76	10.008
103-060-02	32	11.61	108-120-11	77	10.0
103-060-03	33	10.19	108-120-13	78	10.0
103-060-04	34	10.071	108-010-07	79	33.687
108-120-04	35	10.0	108-070-07	80	10.0
108-120-03	36	10.0	108-070-12	81	10.2
108-120-02	37	10.0	108-070-23	82	8.496
108-120-01	38	10.0	108-070-26	83	11.566
108-120-24	39	10.002	108-070-22	84	10.18
108-120-18	40	10.0	108-070-16	85	10.006
108-120-31	41	10.001	108-110-05	86	1.13
108-120-17	42	10.0	108-010-22	87	5.996
108-120-16	43	10.01	108-010-16	88	2.644 Admin.
108-120-15	44	10.013			
108-110-01	45	41.0			
			<u>Total Acres</u>		<u>1181.535</u>

Exhibit A - Bass Lake Hills Specific Plan Parcel List					
Fig. Ref. No.	A.P.N.	Area (Ac.)	Fig Ref. No	A.P.N.	Area (Ac)
1	119-100-067	16.34	41	119-090-031	10.00
1A	119-100-067	3.33	42	119-090-074	9.99
2	119-100-019	10.35	43	119-090-065	9.59
3	119-040-010	20.76	44	119-090-071	9.21
4	119-040-009	20.76	45	119-080-019	40.24
5	119-040-005	10.00	46	119-080-021	20.61
6	119-100-016	9.77	46A	119-080-023	19.85
7	119-100-018	10.39	47	119-080-012	20.03
8	119-100-066	8.16	48-50	119-080-017	20.00
8A	119-100-059	1.62	49	119-020-026	20.00
9	119-100-064	8.86	51	119-080-011	10.01
9A	119-100-061	0.61	52	119-080-010	10.16
10	119-100-047	7.96	53	119-080-009	10.23
11	119-100-045	13.53	54	119-080-008	10.90
12	119-100-012	10.00	55	119-090-032	10.00
13	119-040-003	10.21	56	119-090-030	10.00
14	119-100-011	10.00	57	119-090-029	10.00
15	119-100-010	9.54	58	Bell Ranch [4]	112.14
16	119-100-004	10.00	58A	119-020-046	4.83
17	119-100-005	10.00	59	119-090-021	10.01
18	119-100-051	9.92	60	119-090-019	10.01
19	119-100-053	9.79	61	119-090-059	9.58
19A	119-100-052	0.14	62	119-090-057	9.58
20	119-100-007	10.00	63	119-090-053	9.74
21	119-100-035	9.42	64	119-090-055	9.99
22	119-100-03	10.00	65	119-090-069	8.82
23	119-100-28	10.01	66	115-400-009	11.57
24	119-100-29	10.84	67/68/69	Bass Lake North [5]	38.74
25	119-100-039	10.18	70	119-020-017	40.01
26	119-100-037	11.26	71	119-090-047	9.19
27	119-100-027	10.01	72	119-090-023	10.00
28	119-100-026	10.00	73	119-090-045	9.10
29	119-100-041	9.37	74	119-090-061	9.65
30	119-100-055	9.36	75/76/77/78	Hollow Oak [2]	40.01
31	Hawk View [1]	40.10	79	Bell Woods [3]	33.69
32	115-040-006	11.06	80	119-040-001	10.00
33	115-040-008	10.03	81	119-040-004	10.20
34	115-040-010	9.24	82	119-040-007	8.50
35	119-090-004	10.00	83	119-040-008	11.57
36	119-090-003	10.00	84	119-040-006	10.18
37	119-090-002	10.00	85	119-040-002	10.01
38	119-090-037	8.64	86	119-080-005	1.13
39	119-090-067	9.01	87	108-010-022	6.00
40	119-090-051	8.54	88	119-020-016	2.64
Subtotal					1,166.81
Public Roads (Bass Lake Road, Old Country Club Drive, Hollow Oak Drive)					29.33
Total Plan Area					1,196.14

[1] Hawk View Subdivided into 114 SF Lots (A.P.N. Not Shown).

[2] Hollow Oak Subdivided into 99 SF Lots (A.P.N. Not Shown).

[3] Bell Woods Subdivided into 54 SF Lots (A.P.N. Not Shown).

[4] Bell Ranch Subdivided into 113 SF Lots (A.P.N. Not Shown).

[5] Bass Lake North Subdivided into 90 SF Lots (A.P.N. Not Shown).



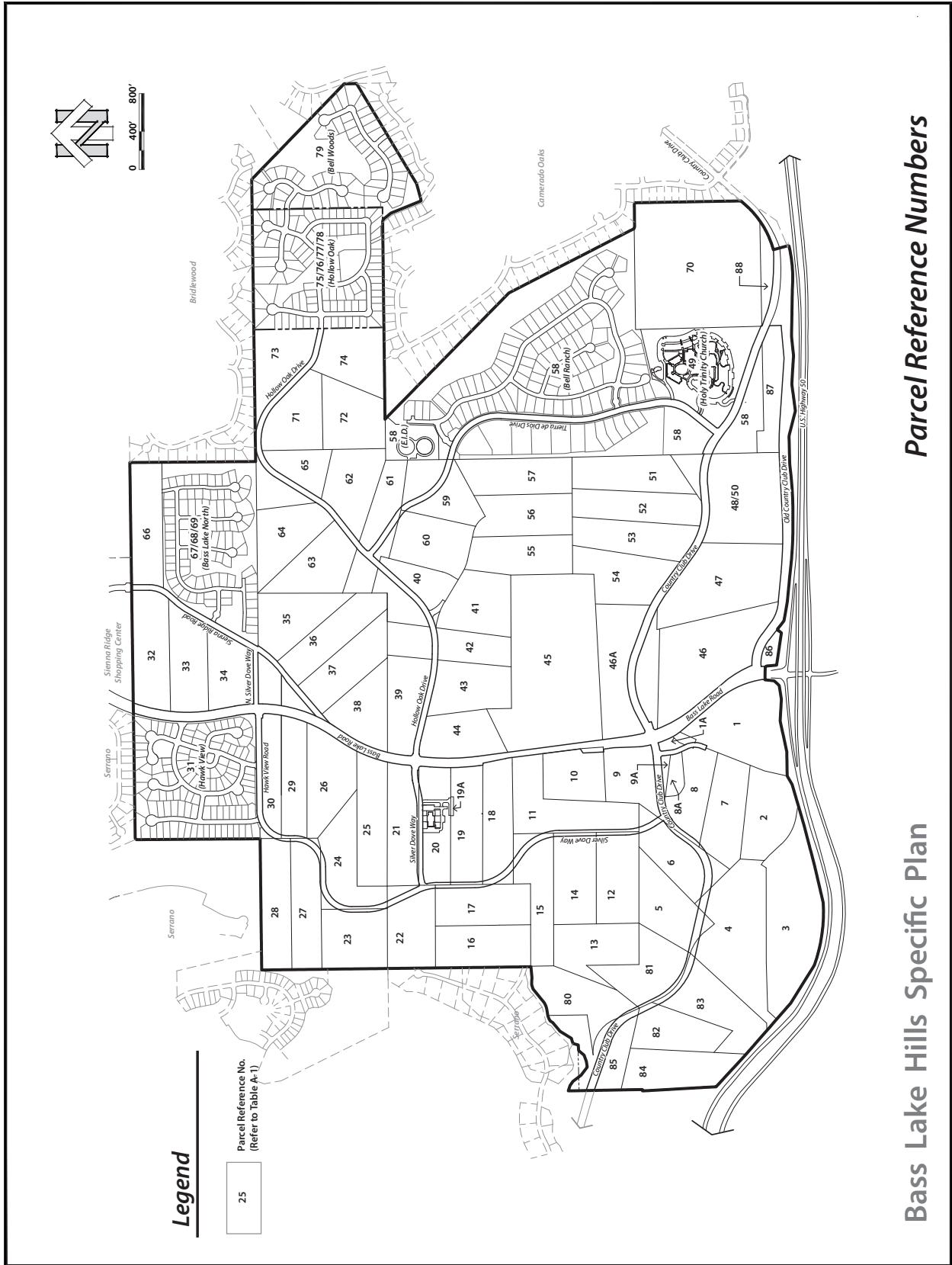


Figure A-1: Parcel Reference Numbers

APPENDIX B

**HILLSIDE AND RIDGELINE
DEVELOPMENT GUIDELINES
FOR
BASS LAKE HILLS SPECIFIC PLAN**

Modified from
City of Danville's
Hillside/Ridgeline Danville Guidelines
prepared by David L. Gates & Associates

August 29, 1995

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INTRODUCTION

El Dorado County contains many significant topographic features and ridgelines that contribute to its rural character and sense of place. Historically, development has occurred on lower lying lands and in valleys which are more easily developed; however, pressure is increasing to develop the surrounding hillsides.

The ridgelines form important visual and physical breaks between communities providing separation of communities and adding to the visual character of the County. It is the intent of the County to allow development to occur on hillsides consistent with the El Dorado County General Plan and in a manner which maintains the visual quality.

The purpose of this document is to serve as a design policy guide for future development within the Bass Lake Hills Specific Plan area. Design plans for development should be prepared conform with these guidelines.

DEFINITIONS (Figure 1)

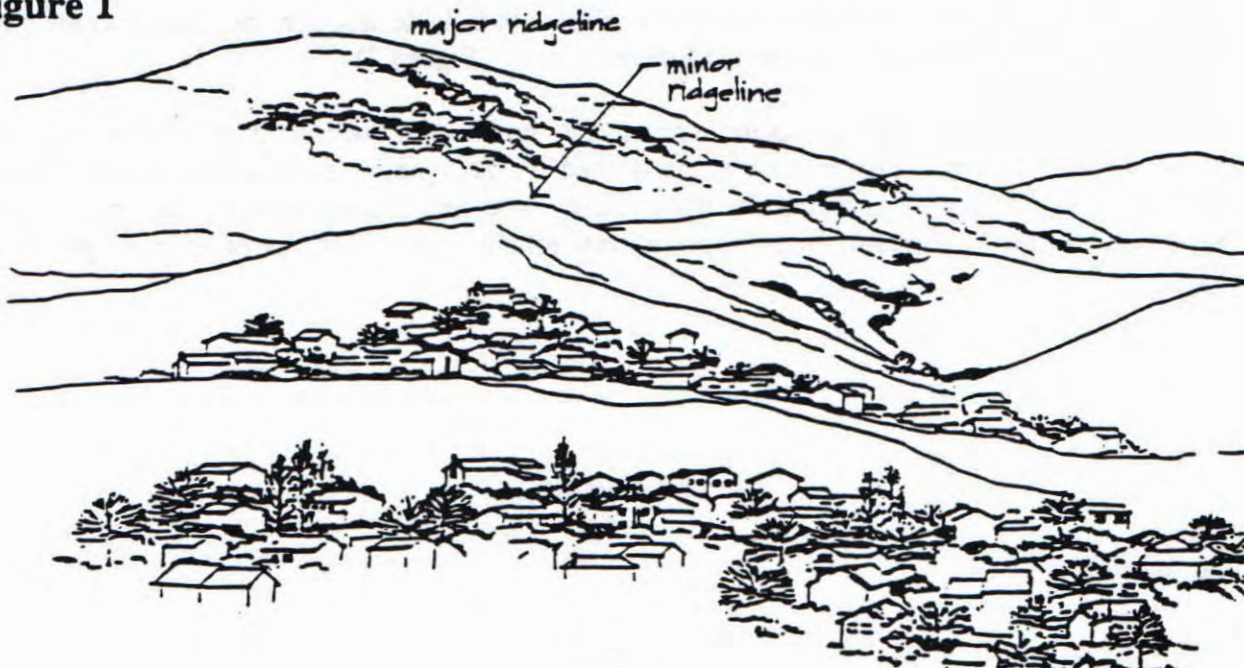
Scenic Hillsides: Elevated land formations with unique visual character, especially those which fall within the identified foreground of the Highway 50 corridor.

Ridgelines: The top of a range of hills or mountains.

Major Ridgelines: A ridgeline which is prominently visible from a substantial land area, in or around a community area, or from a major transportation corridor.

Minor Ridgelines: A ridgeline which is not prominently visible to a large area. Minor ridgelines are typically lower, compared with surrounding terrain, and may be visible only in one limited area, or have a backdrop of a nearby higher terrain.

Figure 1



SITE PLANNING

It is recommended that grading plans for development in the Bass Lake Hills area in the hillsides be prepared by licensed civil engineers, and architectural design plans be prepared by licensed architects.

Preliminary plans for difficult to develop sites in major ridgeline areas may be referred to the Planning Commission for comments. A preliminary plan may be approved by the Planning Commission subject to final review by the Planning Department.

A portion of hillside developments should be set aside for open space. These open space areas should be positive, useable spaces, not narrow strips of leftover land.

Adequate fire safety should be insured by providing fire protection measures (i.e., sufficient water supply and pressure, fire truck access, fire retardant exterior building materials, weed control, surrounding buildings, etc.).

Buildings should be clustered in areas which are accessible to emergency vehicles and which are the least visually prominent from the outlying valleys.

Building siting should be responsive to existing features of the terrain (i.e., drainage patterns, geologic stability, rock outcroppings, and views from outlying areas).

On-site natural systems (hydrologic systems, existing vegetation cover, wildlife, and existing topography) should be minimally disturbed.

Downstream natural environments should be preserved through the use of water retention ponds, and the elimination of sheet flows.

SITE DEVELOPMENT

The architectural style of buildings should be adapted to hillside slopes rather than adopting land forms to buildings designed for flat land development. (Figure 2)

Natural slopes and topography should be reasonably retained so that the visual impact of grading is kept to a minimum. This can be accomplished by maintaining a transition between graded and natural areas, and by avoiding flat planes or sharp angles of intersection. This may require more cutting, but will result in a more rational hillside form with fewer erosion problems. (Figure 3)

Figure 2



Inappropriate hillside development.



Appropriate hillside development.

Figure 3

Appropriate hillside development.



natural hill

not advised - severe cut

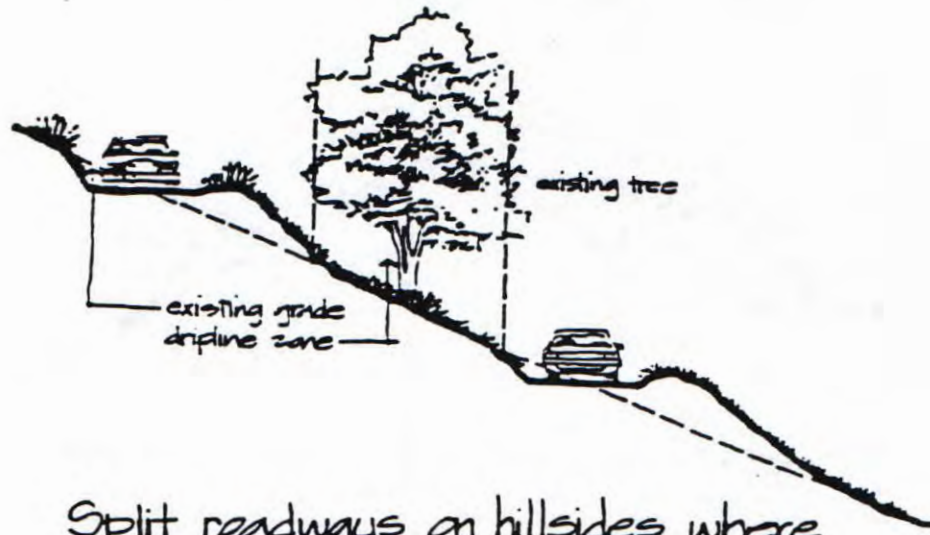
more gradual transition

Cut slopes should be screened by the building, and should optimally occur behind the building.

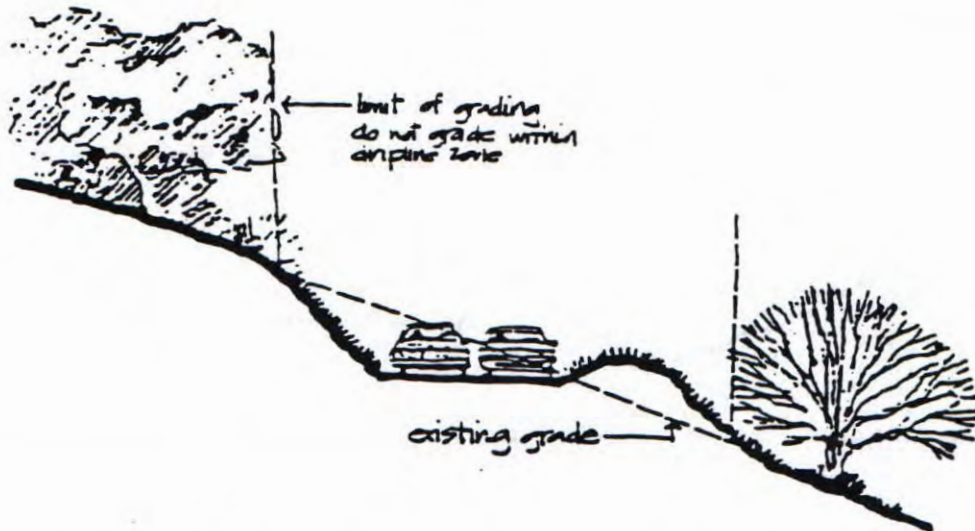
Where hilltop development cannot be avoided, mounding/berming around developed areas is encouraged to provide natural screening.

New roads and driveways should be developed in such a way as to be minimally visible, environmentally sound, and compatible with the existing contours of the hillside. Minimal roadway dimensions are recommended where possible to reduce grading, decrease visibility and decrease the area of impervious surfaces. Roadways may be split in order to reduce the area of cut in a hillside, or to save a special tree or knoll. (Figure 4)

Figure 4



Split roadways on hillsides where appropriate.



Roadway development on hillsides.

Drainage resulting from grading new developments should be directed into the natural watershed and concentrated water should be removed in a non-erosive way. Impervious surfaces should be kept to a minimum.

Steep slopes should be landscaped with appropriate erosion control, planting, and stabilization techniques, i.e., hydroseed.

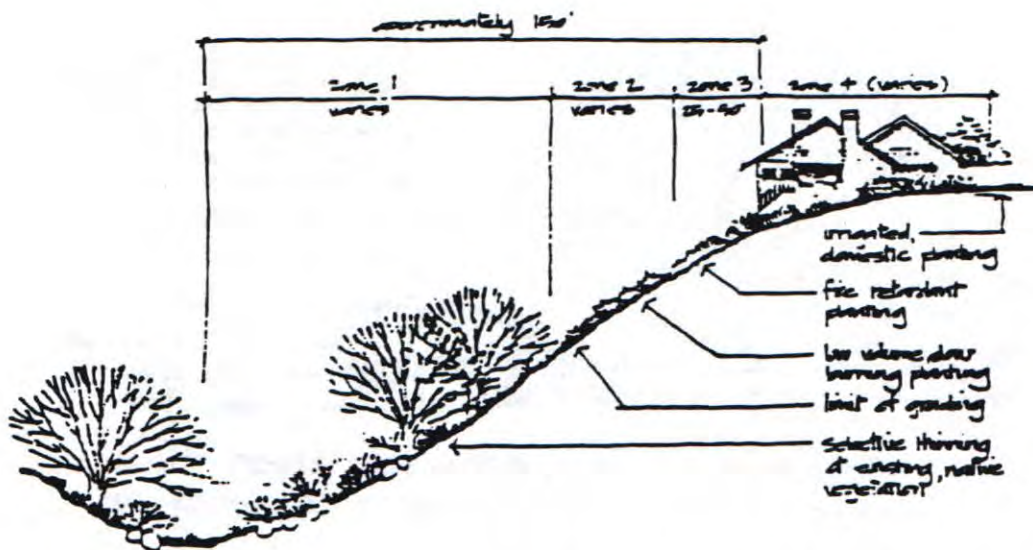
Appropriate hydroseed mixes should be determined by the soil type and slope orientation.

Native vegetation should be preserved (including grassy open spaces), and native plantings are recommended so that the presence of hillside vegetation and forms will be maintained. Non-native plant materials should be compatible with the natural setting and require minimal watering. (Figure 5)

Figure 5



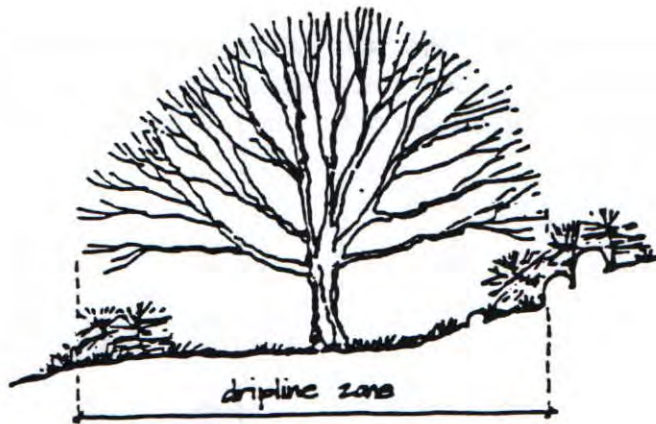
Typical hillside planting.



Appropriate planting around development on hillside slopes.

Existing trees with trunk diameters exceeding six inches should be preserved where appropriate. Existing grade and drainage patterns surrounding existing trees should be maintained for adequate tree protection. (Figure 6)

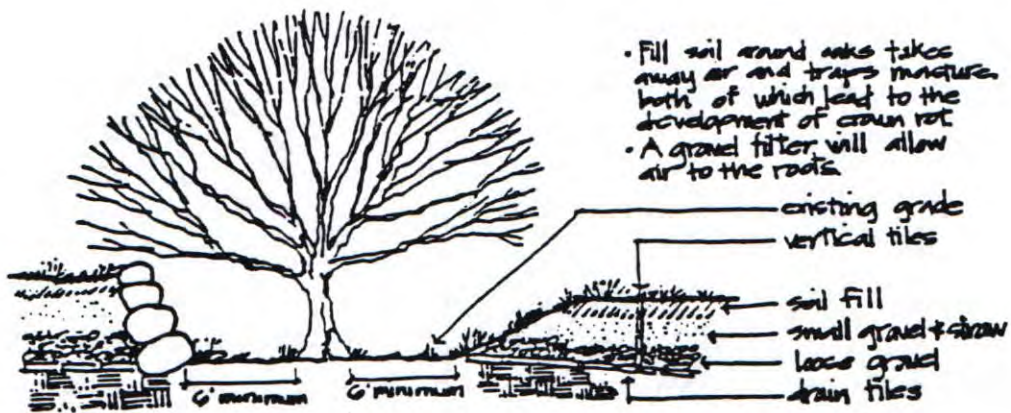
Figure 6



The oak tree is very intolerant of any disturbance to its root system.

- maintain existing drainage
- avoid compaction within dripline zone
- plant only drought tolerant species within dripline

Typical oak tree preservation.



- Fill soil around oaks takes away air and traps moisture, both of which lead to the development of crown rot
- A gravel filter will allow air to the roots

An appropriate response when fill is necessary in the dripline zone of an oak.

Native Trees

Valley Oak (*Quercus lobata*)
Blue Oak (*Quercus douglasii*)
California Buckeye (*Aesculus californica*)
Big Leaf Maple (*Acer macrophylla*)
Western Redbud (*Cercis occidentalis*)

Suggested Compatible Trees

Oak species (*Quercus* species)
Evergreen Pear (*Pyrus kawakamii*)
White Alder (*Alnus rhombifolia*)
Crape Myrtle (*Lagerstroemia indica*)
Deodar Cedar (*Cedrus deodora*)

Native Shrubs

Coyote Brush (*Baccharis pilularis*)
Manzanita species (*Arctostaphylos* species)
Wild Lilac (*Ceanothus* species)
Coffeeferry (*Rhamnus californica*)
Toyon (*Heteromeles arbutifolia*)

Suggested Compatible Shrubs

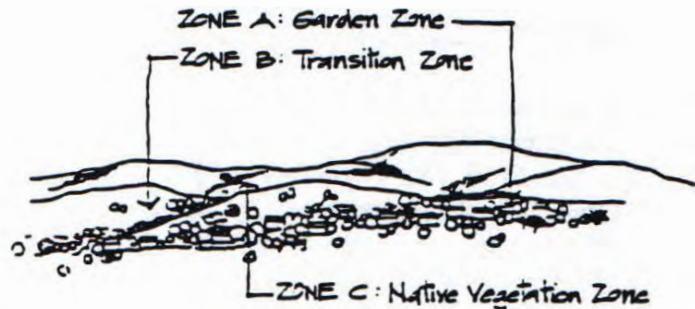
Heather (*Erica* species)
Oleander (*Nerium oleander*)
Sage (*Salvia* species and *Artemesia* species)
Euryops (*Euryops pectinatus*)
Mock Orange (*Pittosporum* species)
Lantana (*Lantana* species)

Landscaping should be used to appropriately screen hillside development. Landscaping should be clustered around the immediate vicinity of the buildings, not in rows along property lines or driveways. (Figure 7)

Figure 7



Boundary and road edge tree planting conflicts with topography and native vegetation.



Random planting or rounded tree forms arranged in groupings reflect topography and native tree patterns.

ARCHITECTURE (Figure 8)

Architectural systems should respect the existing on-site natural systems; hydrologic patterns should not be disturbed if possible, and native vegetation should be preserved where practical.

Building height and scale should respond to the existing terrain. One-story and split level buildings are considered most appropriate in ridgeline areas.

Visible roof materials (flat tile, fire retardant wood shakes and shingles) and color (earth tone) should be used to blend into the environment and should be coordinated with building design.

Roof forms should be stepped or pitched to reiterate the contoured form of the hills, with the most dominant roof form over the most significant part of the building.

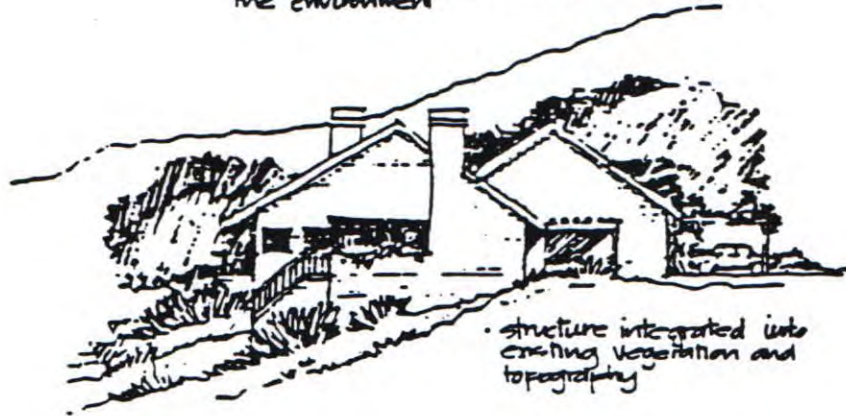
Building materials and colors should minimize contrast with hillsides by the use of natural materials. Subdued colors should be encouraged in order to compliment the hillside environment. Reflective windows and materials are not appropriate.

Buildings should be designed to minimize balkiness on hillside terrain. Recesses, overhangs, and play of light and shadow can further reduce mass and add interest, variety, and human scale to the building facade.

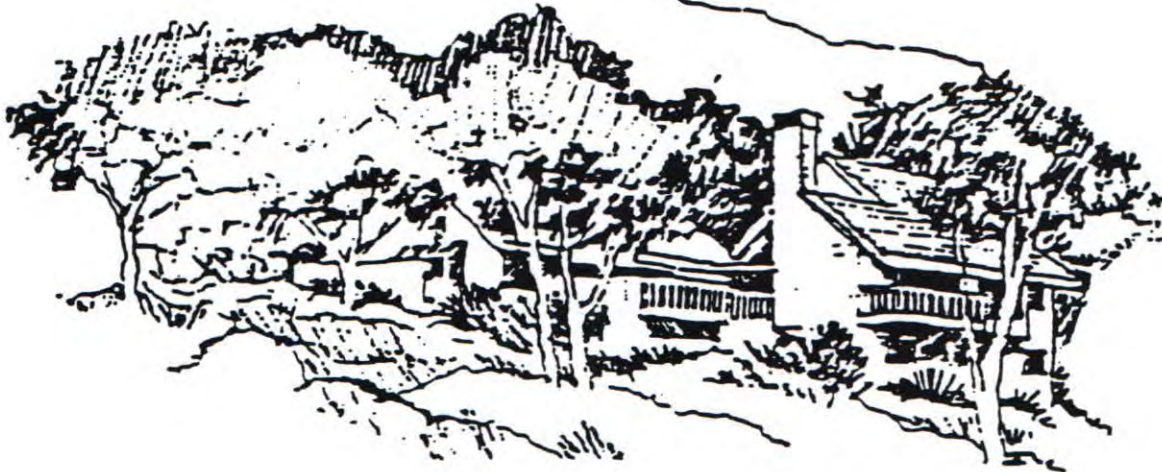
The need for building skirting should be kept to a minimum by stepping the foundation and using appropriate hillside architectural designs.

Figure 8

- roof forms angled to reflect hills beyond
- smaller volumes and surface planes to avoid a box-like mass
- building materials and colors blend into the environment

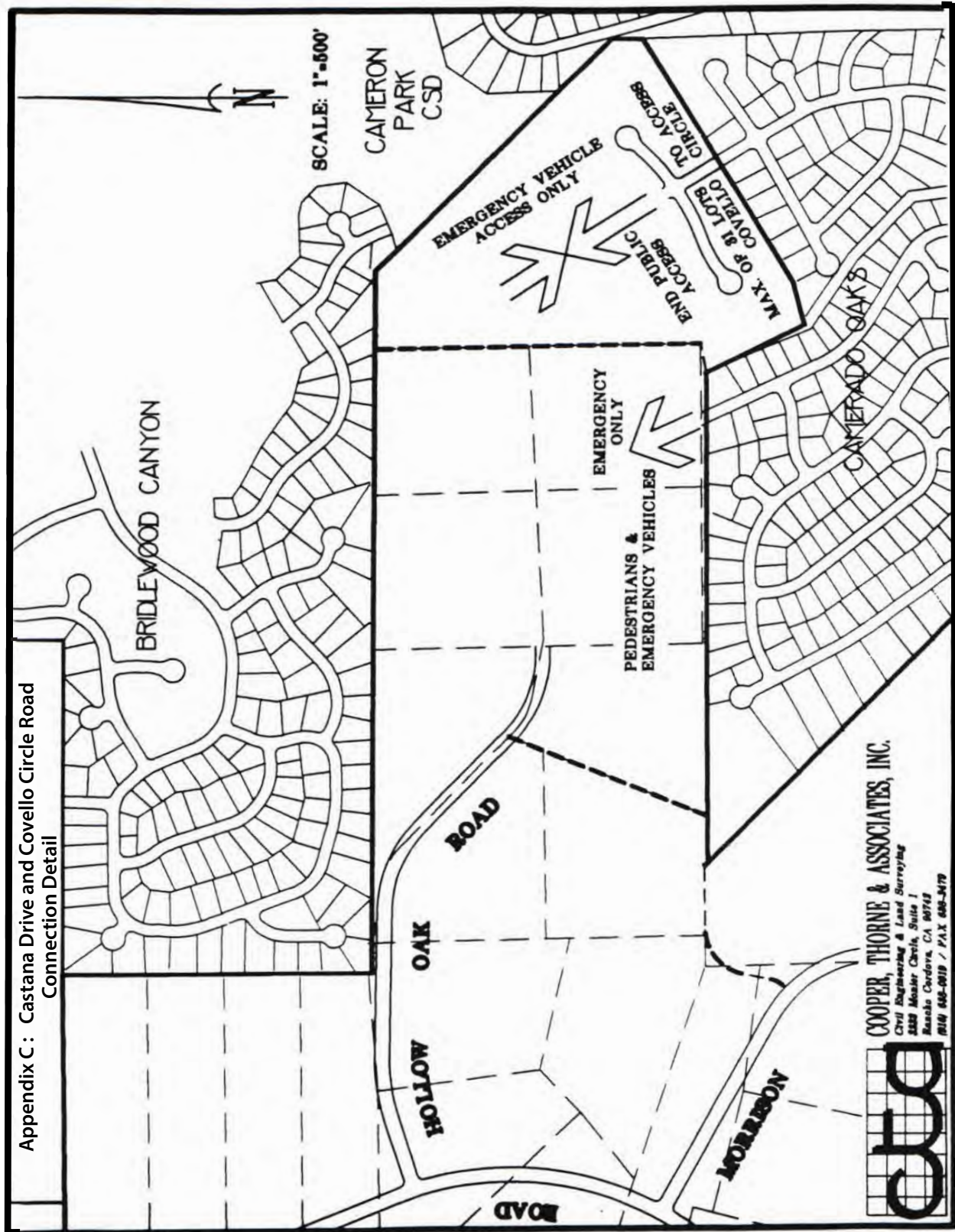


- structure integrated into existing vegetation and topography



Architecture well integrated into its hillside environment.

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Appendix C - Castana Drive & Covello Circle Road Connection Detail

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NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Date: July 17, 2023

To: Agencies and Interested Parties

From: Corinne Resha, Senior Planner, El Dorado County Planning and Building Department

Subject: **Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting for the Town & Country Village El Dorado Project [Application Nos. General Plan Amendment (GPA22-0003), Specific Plan Revision (SP-R21-0002), Planned Development Permit (PD21-0005), Rezone (Z21-0013), and Tentative Map (TM22-0005), and Conditional Use Permit (CUP23-0008)]**

Review Period: July 18, 2023 to August 17, 2023

El Dorado County will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Town & Country Village El Dorado Project (project or proposed project) in El Dorado County. This Notice of Preparation (NOP) initiates the environmental scoping process in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21080.4) and CEQA Guidelines (14 California Code of Regulations [CCR] Section 15082). The purpose of an NOP is to provide sufficient information about the proposed project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures and alternatives that should be considered in the EIR (CEQA Guidelines 14 CCR Section 15082[b]). The project description and location are described below.

Public Scoping Meetings and Comment Submittal

Two scoping meetings – both open to agencies, organizations, and individuals – will be held to receive public comments and suggestions on the scope of environmental issues to be studied in the EIR. The scoping meetings will be held as follows:

An in-person scoping meeting will be held:

Date: Tuesday, August 8, 2023
Time: 6:00 PM
Location: El Dorado Hills Fire Department Community Room
1050 Wilson Boulevard
El Dorado Hills, CA 95762

A virtual scoping meeting will be held:

Date: Wednesday, August 9, 2023
Time: 11:00 AM
Link: <https://us06web.zoom.us/j/86521211649>
Call In Phone #'s: 530-621-7603 or 530-621-7610
Webinar ID: 865 2121 1649

El Dorado County is also soliciting written comments from public agencies, organizations, and individuals regarding the scope and content of the environmental documentation. Because of time limits mandated by state law, **comments should be provided no later than 5:00 PM on August 17, 2023**. Please send all written comments to:

Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
Or via email: TownAndCountryElDorado@edcgov.us

Comments provided by email should include "Town & Country Village Project NOP Comment" in the subject line, and the name and physical address of the commenter in the body of the email. Agencies that will need to use the EIR when considering permits or other approvals for the proposed project should provide the name of a contact person, phone number, and email address in their comment.

Project Location

The project site is located in El Dorado County, California, approximately 500 feet north of U.S. Highway 50 (US 50), east of Bass Lake Road in the El Dorado Hills area (see Figure 1). The approximately 60.5-acre site is identified by Assessor's Parcel Numbers (APNs) 119-080-012, -021 and -023.

The project site is located in the southern central portion of the Bass Lake Hills Specific Plan (BLHSP). The northern portion of the project site is located within the El Dorado Hills Community Region of the El Dorado County General Plan, and the southern portion of the site is located within the Rural Region.

The General Plan Land Use Designation for the project site is Adopted Plan (AP). The BLHSP designates the project site as Low Density Residential Planned Development and the project site is zoned Residential Estate-10 acres (RE-10).

Site Characteristics

The project site is currently undeveloped and consists of seasonal grasses and scattered oak trees; there is an intermittent drainage on the site, north of Country Club Drive. Two wells are located near the center of the property. Country Club Drive bisects the northern parcel, and an unimproved dirt road bisects the southern parcels from west to east.

Surrounding Land Uses

Surrounding land uses include undeveloped land and rural residences within the BLHSP to the north; rural residences to the west; the El Dorado Hills Fire Department Station 86 to the northwest; undeveloped land and rural residences to the south, across US 50; and undeveloped land to the east, with the Holy Trinity Parish and School located farther east (see Figure 1). It should be noted that in recent years, multiple Tentative Subdivision Maps have been approved for properties within the BLHSP, north of the project site, some of which are currently undergoing development.

Project Description

The project site would consist of two areas: the Project Development Area and the Program Study Area (see Figure 2). The Project Development Area consists of the northernmost and southernmost 30.3 acres of the project site, and would be developed with two hotels, retail services, two restaurants, a museum, an event center, associated parking, 56 residential cottages for employee housing, and an additional 56 residential cottages that may be rented on a daily or extended stay basis, which may require a conditional use permit. The Program Study Area consists of the central and easternmost 30.2 acres of the project site, and may include further development in the future such as additional hotels, medical facilities, senior housing, townhomes and cottages, and other uses allowed by the proposed zoning districts.

For environmental analysis purposes, the buildout of the Project Development Area of the project site will be evaluated at a project level. Buildout of the Program Study Area will be evaluated at a program level based on the potential allowable uses, building areas, and required parking described in the BLHSP Amendment document. The proposed project would require approval of a General Plan Amendment, BLHSP Amendment (Specific Plan Revision), Rezone, Planned Development Permit, Tentative Subdivision Map, and Conditional Use Permit, as well as other responsible agency approvals. In addition, depending upon the type and extent of signage proposed, the project may require entitlement(s) related to signage. The majority of aforementioned project components are discussed in further detail below.

General Plan Amendment

The General Plan Land Use Designation for the project site is Adopted Plan (AP). The General Plan designates the portion of the project site north of Country Club Drive as within the El Dorado Hills Community Region, and the area south of Country Club Drive as within the Rural Region. The proposed General Plan Amendment would modify the Community Region boundary to include the entire project site within the El Dorado Hills Community Region.

BLHSP Amendment

The existing BLHSP land use designations for the project site are L.7-PD and L.2-PD. The BLHSP designates the portion of the project site north of Country Club Drive as L.7-PD [maximum allowable density of 0.7 dwelling units per acre (du/ac)], and the portion south of Country Club Drive is designated L.2-PD (maximum allowable density of 0.2 du/ac). The requested BLHSP Amendment would establish three new land use designations for the specific plan: Commercial (C), Multi-Family Residential (MFR), and Open Space (OS). Application of these proposed new land use designations would be limited to the project site. These land use designations would be allocated to the project site as follows: 26.2 acres of C, 23.0 acres of MFR, and 7.6 acres of OS. In addition to changing the land use designations of the project site, the BLHSP Amendment would include content revisions to the BLHSP itself to accommodate the proposed project.

As part of the BLHSP Amendment, a Fiscal Impact Analysis and update to the Bass Lake Hills Specific Plan Public Facilities Financing Plan (PFFP) would be completed. The PFFP sets forth a strategy to finance the backbone infrastructure and other public facilities required to serve the proposed land uses in the BLHSP.

Rezone

The current zoning designation for the entire project site is RE-10. The proposed project would require the approval of a Rezone from RE-10 to the following El Dorado County zoning districts: Community Commercial (CC), Multi-Unit Residential (RM), and Open Space (OS). Additionally, as required by the BLHSP, the Planned Development Combining District (-PD) suffix would be added to all the zoning district designations listed above.

Site Plan

Buildout of the Project Development Area of the project site would include two 150-room hotels, 112 residential cottages, retail uses, restaurants, an event center/museum, recreational amenities, and parking lots (see Figure 3). A summary of the proposed land uses is included below in Table 1. Additionally, the Project Development Area would be developed with internal roadways and a new Class I Bicycle Path. The proposed development is discussed in further detail below. As previously discussed, development within the Program Study Area of the project site is not currently proposed to occur concurrently with development of the Project Development Area; however, a maximum buildout scenario is included for program level analysis in the EIR.

**Table 1
Proposed Land Use Summary**

Land Use Designation	Gross Area (acres)	Hotel Units	Building Area (square feet)	Residential Dwelling Units	Density Range (du/ac)	Floor-to-Area Ratio³
Project Development Area						
Multi-Family Residential	7.9	-	-	112	12-24	-
Commercial ³	14.3	300	181,000	-	-	0.38
Open Space ²	4.4	-	-	-	-	-
Major Circulation ¹	3.7	-	-	-	-	-
Subtotal	30.3	300	181,000	112	-	-
Program Study Area						
Multi-Family Residential	15.1	-	-	352	12-24	-
Commercial ^{3,4}	11.9	-	90,000	350	22-30	0.04 and 0.28
Open Space	3.2	-	-	-	-	-
Subtotal	30.2	-	90,000	702	-	-
Total	60.5	300	271,000	814	-	-

Notes:
1. New Country Club Drive I.O.D. right-of-way area included in total project area.
2. Consisting of 38 percent of the Project Development Area north of Country Club Drive.
3. Refer to Table 130.22.030 – Commercial Zones Development Standards of the El Dorado County Code.
4. Six acres of commercial land use reserved for a senior housing development of 150 units and 10,000 sf of commercial development. 9.3 acres of commercial land use reserved for a development project consisting of 80,000 sf of commercial use and 200 apartment/condominium residential dwelling units.

Hotels

The hotel component of the proposed project would consist of two, five-story structures totaling 160,000 square feet (sf). Both hotels would share centralized facilities in the Event Center, including two restaurants; however, each hotel would be owned and operated separately. The building height of the proposed hotels may exceed up to 10 feet of the maximum allowable height set by El Dorado County Code for the Community Commercial zone.

The ground floor of each hotel would include retail uses and personal services that would operate seven days a week from 8:00 AM to 8:00 PM. The second floor of each hotel would include guest rooms, as well as large outdoor balconies with space for tables and seating, and access to a shared swimming pool. The remaining floors of each hotel would be comprised of guest rooms. Each hotel would contain 150 guest rooms, for a total of 300 guest rooms.

Event Center/Museum

The Event Center/Museum would be a three-story structure consisting of 21,000 sf. The building height of the Event Center/Museum may exceed up to 10 feet of the maximum allowable height set by El Dorado County Code for the Community Commercial zone. The first floor of the Event Center/Museum would consist of two restaurants. The restaurants would operate from 7:00 AM to 10:00 PM, with a maximum capacity of 120 patrons at each restaurant. The second floor would be a venue for weddings, receptions, conferences, and family gatherings. The event center would operate between one and two days per week from 8:00 AM to midnight with a variable capacity of between 50 and 300 persons. The third floor would include a museum focusing on the gold rush era, with an emphasis on the culture and history of the early settlers. The museum would be open for visitors one to two days per week from 10:00 AM to 5:00 PM, with 50 to 100 anticipated visitors per day.

Residential Cottages

The northernmost 7.9-acre portion of the project site, located north of Country Club Drive, would be developed with a total of 112 residential cottage units; 56 units would be deed restricted for hotel employee housing, and the remaining 56 units would be available for rent on a daily or extended stay basis, which would require a Conditional Use Permit (CUP23-0008). Each cottage unit would be comprised of two stories, including a separate bedroom, bathroom, full kitchen facilities, and an outdoor deck.

Circulation and Parking

The proposed project would include three access points. Primary access to the proposed cottages would be provided from Country Club Drive, with an emergency vehicle access (EVA) connection to Bass Lake Road. As proposed, Country Club Drive would also provide a secondary hotel entry to the southerly Project Development Area. Bass Lake Road would provide primary access to the Project Development Area south of Country Club Drive, containing the proposed hotels, Event Center/Museum, and restaurants. The project proposes to take secondary access from Old Country Club Drive.

As part of the proposed project, the existing Class 1 bike path located on Old Country Club Road south of the project site, is proposed to be abandoned and moved to the historic Clarksville Toll Road alignment that crosses the project site (see Figure 4). A future Class 1 bike path bridge crossing of Bass Lake Road is proposed by the project at the primary access and would connect to the Park-and-Ride facility west of Bass Lake Road. The proposed bike bridge support structure and extension of the Class I bike path to the Park-and-Ride facility are proposed to be constructed on the west side of Bass Lake Road in existing right-of-way and/or in existing landscaping and slope easement areas. The bike path bridge has not yet been designed, and, thus, will be evaluated at a program-level in the EIR. Further, development of the bridge is dependent on Federal, State and local funding assistance.

An estimated 466 off-street parking spaces would be included for the hotel/event center portion of the proposed project, and 121 off-street parking spaces would be included for the residential cottages. When special events create additional parking demand, the hotels would provide low emission vehicles, such as shuttle vans and buses, to transport guests to weddings and other events to and/or from parking facilities at local schools and churches.

Utilities

The project would include necessary water, sewer, and drainage infrastructure to serve the proposed project.

Water

The proposed project would require annexation into the El Dorado Irrigation District (EID) service area, which is subject to El Dorado Local Agency Formation Commission (LAFCo) approval. El Dorado LAFCo will serve as a responsible agency for the project, and the EIR will include the information and analysis needed for El Dorado LAFCo to rely upon in order to make their approvals regarding the proposed project. Because EID draws water from Folsom Lake, the annexation of the project site into the EID service area would also require approval from the U.S. Department of the Interior, Bureau of Reclamation.

The nearest existing water line is a 24-inch water main located in Bass Lake Road, approximately 2,000 feet north of the project site (see Figure 5). Approximately 3,900 linear feet of new 12-inch water line is proposed to connect to the existing 24-inch line and extend south along the east side of Bass Lake Road to the project site.

Sewer

Both a public and private sewer system are being considered for providing wastewater service to the project site. The public system would require the construction of an approximately 10,510-foot gravity trunk sewer main connecting the project site to the existing 18-inch South Uplands Trunk Sewer-Gravity Main located in Russi Ranch Drive, approximately 1.6 miles to the west (see Figure 6). Two alignment options for this public sewer connection will be evaluated in the EIR, as shown in Figure 6, and generally described below:

Option 1 (Preferred): This off-site public sewer option would begin at the intersection of Bass Lake Road and Country Club Drive, where the pipe alignment would extend south, along the west side of Bass Lake Road, to the U.S. Highway 50/Bass Lake Road interchange, where the alignment would run west within a new easement parallel to U.S. Highway 50 along the southern boundary of APN 119-100-67. As the alignment continues west it would merge with Old Lincoln Highway and follow the route identified in Figure 5-2 of the adopted 1995 BLHSP.

Option 2: This off-site public sewer option consists of the sewer alignment shown in Figure 5-2 of the adopted BLHSP. Generally, this alignment heads west along future Country Club Drive, west of the intersection of Bass Lake Road and Country Club Drive, to a point of connection with Old Lincoln Highway. From there, the alignment continues across a creek, into the Serrano community, to connect to the existing sewer pipe in Russi Ranch Drive.

In order to receive public sewer service from EID, the project site would need to be annexed into the EID service area, subject to El Dorado LAFCo approval.

The private system would include a septic sewer system as an interim solution to serve the Project Development Area of the project site. The Program Study Area of the project site is the most likely suitable area for construction of a septic system leach field.

The EIR will evaluate the impacts of both the public and private sewer system. If the interim septic sewer system is constructed, development would not be allowed to occur in the Program Study Area until the new gravity trunk sewer main is constructed.

Drainage

A Stormwater Drainage Master Plan (SDMP) will be prepared for the proposed project and approved by the County. The SDMP will comply with the requirements of the County's Phase II National Pollutant Discharge Elimination System (NPDES) permit and hydromodification standards in place at the time grading and/or building permits are sought for construction of the project site. To avoid downslope impacts, runoff controls would be designed so that post-development runoff does not exceed pre-development runoff rates, durations, and volumes.

Program Study Area

Development of the Program Study Area consists of 30.3 acres, and may consist of uses such as hotels, senior housing units, medical facilities, townhomes, retail shops, cottages, and other uses allowed by the zoning district. As discussed previously, the proposed BLHSP Amendment would change the current Program Study Area land uses from L.2-PD to 15.1 acres of Multi-Family Residential, 11.9 acres of Commercial, and 3.2 acres of Open Space.

Six acres of the Commercial land use would be reserved for a senior housing development of 150 units and 10,000 sf of commercial development.

A total of 9.3 acres of the Commercial land use would be reserved for a development project consisting of 80,000 sf of commercial use and 200 apartment/condominium residential dwelling units. In addition, the proposed Rezone would change the Program Study Area's existing RE-10 zoning designation to CC-PD, RM-PD, and OS-PD.

Requested Entitlements

As the lead agency under CEQA, the County is responsible for considering and determining the adequacy of the EIR and determining if the proposed project should be approved. The El Dorado County Board of Supervisors is responsible for certifying the CEQA document and approving the following discretionary actions:

- General Plan Amendment to modify the existing Community Region Boundary (GPA22-0003);
- Amendment to the BLHSP including new land use designations for Commercial, Multi-Family Residential, and Open Space (SP-R21-0002);
- Amendment to the BLHSP Public Facilities Financing Plan;
- Rezone from RE-10 to CC-PD, RM-PD, and OS-PD (Z21-0013);
- A Planned Development Permit (PD21-0005);
- Tentative Subdivision Map to subdivide the project site into 16 lots (TM22-0005); and
- Conditional Use Permit for 56 residential units to be used as lodging facilities (i.e., available for short-term rent on a daily or extended stay basis) (CUP23-0008).

In addition, the following responsible agency approval would be required in order to implement the proposed project:

- El Dorado LAFCo and United States Department of the Interior Bureau of Reclamation: Annexation into EID's service area.

Environmental Effects and Scope of the EIR

The EIR will evaluate the direct and indirect significant environmental impacts of the proposed project. The EIR will also evaluate the project's incremental contribution to cumulative impacts when considered in conjunction with other related reasonably foreseeable future projects. The County has determined that the EIR shall evaluate the following CEQA topic areas in accordance with Appendix G of the CEQA Guidelines:

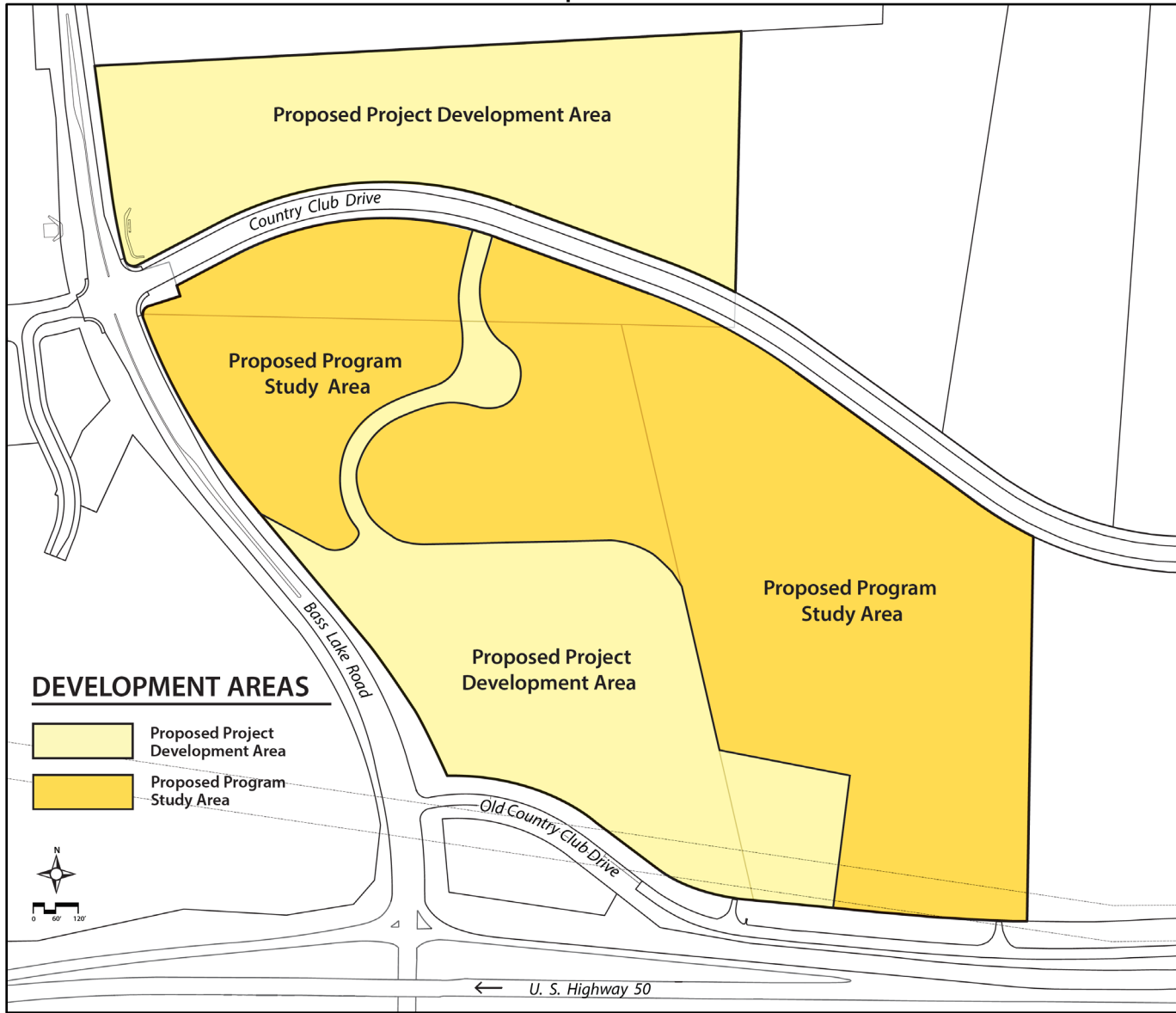
- Aesthetics;
- Air Quality and Greenhouse Gas Emissions (including Energy);
- Biological Resources;
- Cultural and Tribal Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning/Population and Housing;
- Noise;
- Public Services and Recreation;
- Transportation;
- Utilities and Service Systems; and
- Wildfire.

In addition, project alternatives, cumulative impacts, and other statutorily required sections identified in CEQA Guidelines Section 15126 will be analyzed in the EIR. It is anticipated that all other CEQA topics (e.g., Agriculture and Forest Resources, Mineral Resources) can be addressed within the Effects Not Found to be Significant chapter of the EIR.

Figure 1
Project Vicinity



**Figure 2
Development Areas**



TOWN & COUNTRY VILLAGE EL DORADO

OVERALL SITE PLAN
 EL DORADO COUNTY, CALIFORNIA
 SCALE: 1"=100'
 MAY, 2023

APPLICANT

JOSH PANE
 1123 J STREET, 3RD FLOOR
 SACRAMENTO, CA 95814

OWNER

MOHAMMAD MOHANNA
 CAP FUNDING
 1025 9th STREET, SUITE 205
 SACRAMENTO, CA 95814

ENGINEER

cta Engineering & Surveying
 Civil Engineering ■ Land Surveying ■ Land Planning
 3233 Monier Circle, Rancho Cordova, CA 95742
 T (916) 638-0919 ■ F (916) 638-2479 ■ www.ctaes.net

PROPOSED BUILDINGS	GROSS SQUARE FOOTAGE (FOOTPRINT)
HOTELS	16,000
EVENT CENTER	7,000
COTTAGES	280
CLUBHOUSES	600

LEGEND

- PROJECT BOUNDARY
- (E) LOT BOUNDARY
- (E) RIGHT OF WAY
- (E) EASEMENT
- (E) EDGE OF PAVEMENT
- (E) FENCE
- GRASS PAVERS
- LANDSCAPE PAVERS
- FIRE DEPARTMENT PATH OF TRAVEL
- TURNING RADII
- INSIDE RADIUS=35'
- OUTSIDE RADIUS=55'
- FIRE HYDRANT

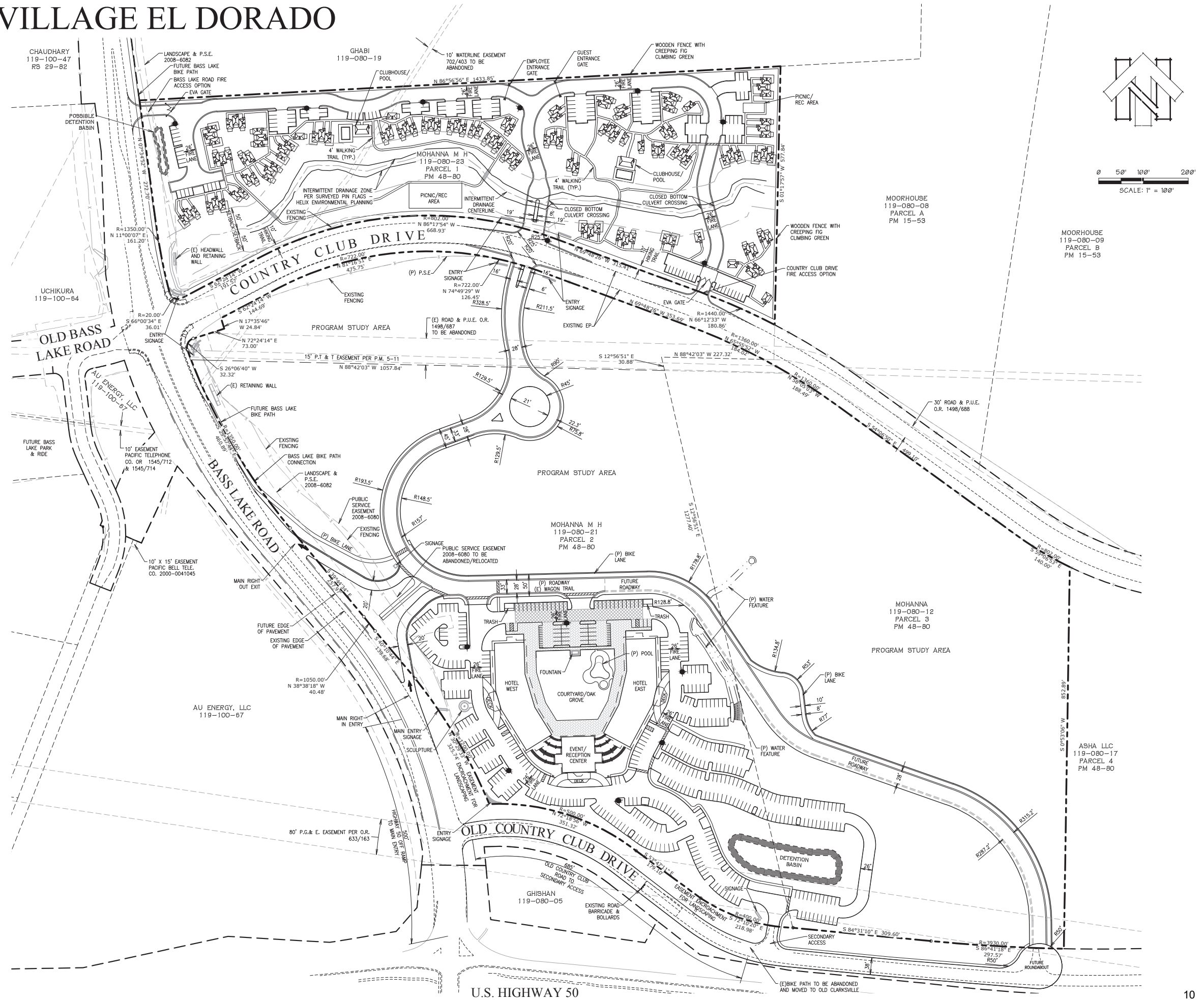
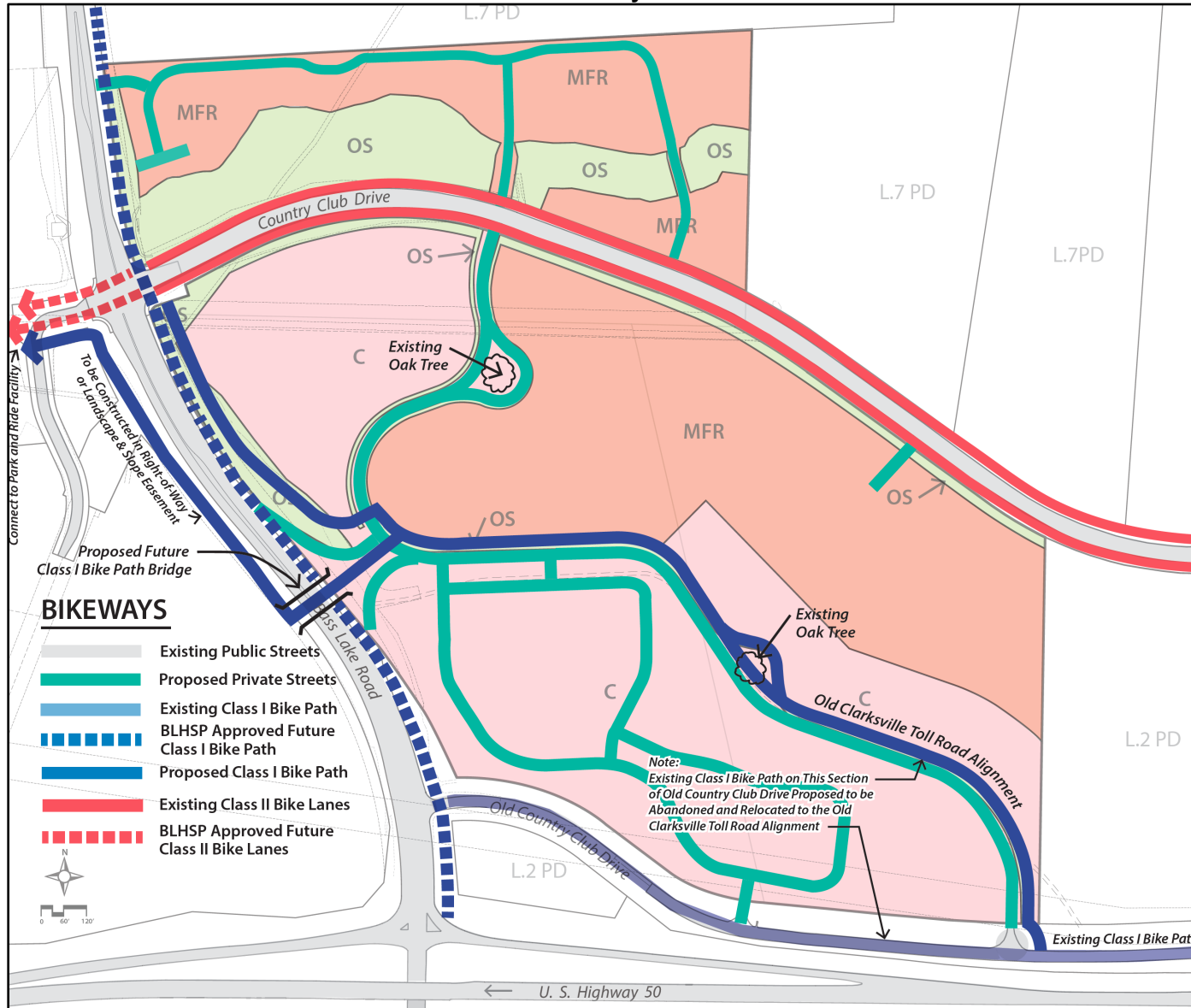


Figure 3

**Figure 4
Bikeways**

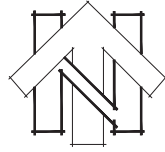


TOWN & COUNTRY VILLAGE EL DORADO

BLHSP WATER PLAN

EL DORADO COUNTY, CALIFORNIA

SCALE: 1"=200' MAY, 2023



0 100' 200' 400'
SCALE: 1" = 200'

LEGEND

PROPOSED WATER MAIN - 6,645 LF		TOWN & COUNTRY VILLAGE EL DORADO BOUNDARY	
EXISTING WATER MAIN		EXISTING LOT LINES	
EXISTING EASEMENT		EXISTING RIGHT OF WAY	
BLHSP BOUNDARY			

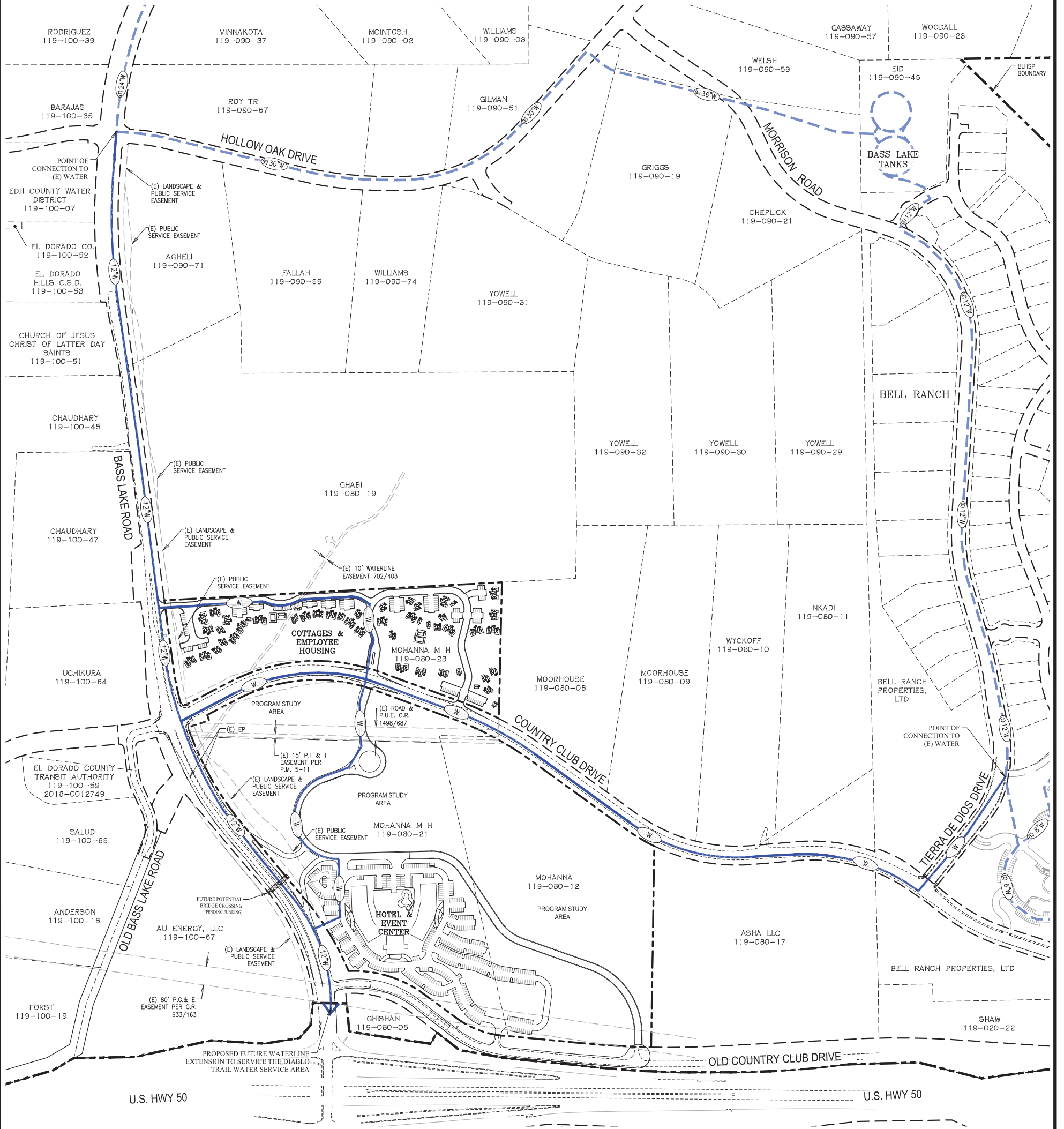


Figure 5

TOWN & COUNTRY VILLAGE EL DORADO

BLHSP SEWER PLAN

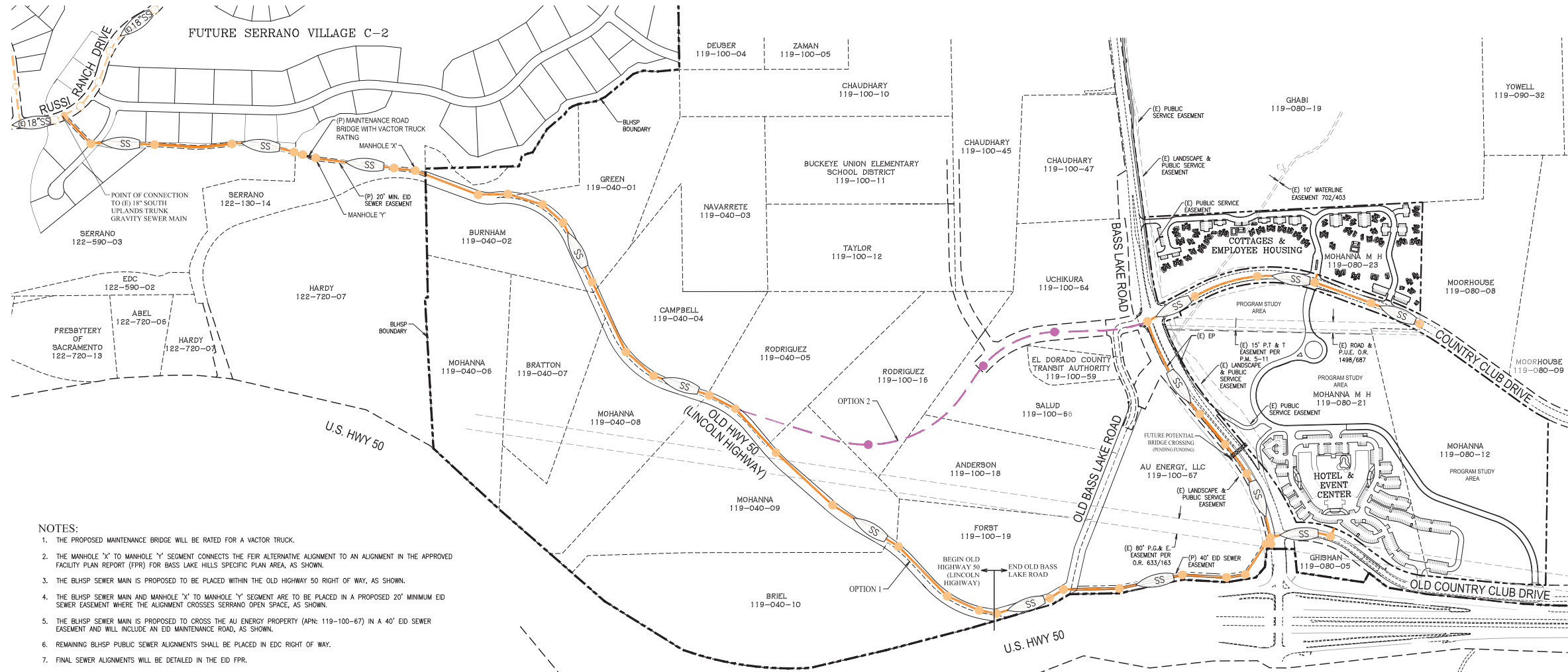
EL DORADO COUNTY, CALIFORNIA
SCALE: 1"=200' MAY, 2023

LEGEND	
PROPOSED BLHSP SEWER MAIN (OPTION 1) - 10,510 LF	
* PROPOSED PUBLIC SEWER MANHOLE	
EXISTING SEWER LINE	
EXISTING SEWER MANHOLE	
* PROPOSED BLHSP SEWER MAIN (OPTION 2) (BASS LAKE HILLS SPECIFIC PLAN ALIGNMENT)	
PROPOSED SEWER EASEMENT	
TOWN & COUNTRY VILLAGE EL DORADO BOUNDARY	
EXISTING LOT LINES	
EXISTING & FUTURE SERRANO LOT LINES	
EXISTING RIGHT OF WAY	
EXISTING EASEMENT	
BLHSP BOUNDARY	
OLD HIGHWAY 50 ROW (LINCOLN HIGHWAY)	



0 100' 200' 400'
SCALE: 1" = 200'

*ACTUAL MANHOLE LOCATIONS WILL BE DETERMINED AT FACILITIES PLAN REPORT STAGE.



- NOTES:**
1. THE PROPOSED MAINTENANCE BRIDGE WILL BE RATED FOR A VACTOR TRUCK.
 2. THE MANHOLE "X" TO MANHOLE "Y" SEGMENT CONNECTS THE FEIR ALTERNATIVE ALIGNMENT TO AN ALIGNMENT IN THE APPROVED FACILITY PLAN REPORT (FPR) FOR BASS LAKE HILLS SPECIFIC PLAN AREA, AS SHOWN.
 3. THE BLHSP SEWER MAIN IS PROPOSED TO BE PLACED WITHIN THE OLD HIGHWAY 50 RIGHT OF WAY, AS SHOWN.
 4. THE BLHSP SEWER MAIN AND MANHOLE "X" TO MANHOLE "Y" SEGMENT ARE TO BE PLACED IN A PROPOSED 20' MINIMUM EID SEWER EASEMENT WHERE THE ALIGNMENT CROSSES SERRANO OPEN SPACE, AS SHOWN.
 5. THE BLHSP SEWER MAIN IS PROPOSED TO CROSS THE AU ENERGY PROPERTY (APN: 119-100-67) IN A 40' EID SEWER EASEMENT AND WILL INCLUDE AN EID MAINTENANCE ROAD, AS SHOWN.
 6. REMAINING BLHSP PUBLIC SEWER ALIGNMENTS SHALL BE PLACED IN EDC RIGHT OF WAY.
 7. FINAL SEWER ALIGNMENTS WILL BE DETAILED IN THE EID FPR.

- REFERENCES**
1. BASS LAKE ROAD STUDY AREA FEIR SCH#90020375 PG 62-65
 2. BASS LAKE ROAD STUDY AREA FEIR SCH#90020375 APPENDIX E: ARCHAEOLOGICAL RECONNAISSANCE OF BASS LAKE ROAD STUDY AREA SEWER LINE ALTERNATIVES
 3. BASS LAKE HILLS SPECIFIC PLAN POLICY 5.7.1 NOTE 2.
 4. BASS LAKE HILLS SPECIFIC PLAN POLICY 4.9
 5. EID FL 050203-048
 6. BASS LAKE ROAD RECONSTRUCTION AND COUNTRY CLUB DRIVE EXTENSION: CIP PROJECT#71360
 7. MASTER FACILITY PLAN REPORT FOR BASS LAKE HILLS SPECIFIC PLAN AREA

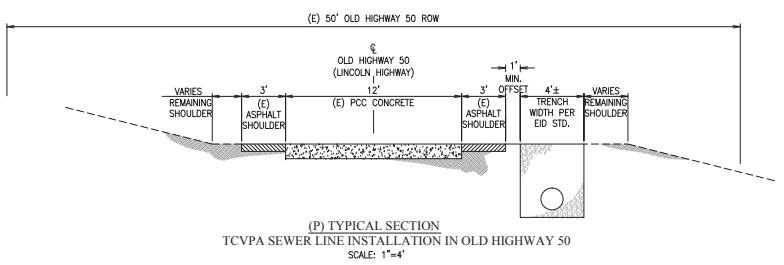


Figure 6

CORINNE RESHA —
RE: NOTICE OF PREPARATION
DTD 7/17/23

Would you please forward
A copy of the TRAFFIC
IMPACT REPORT.

Thank you
ALAN SHERMAN
BOOMERSALS@YAHOO.COM
230 PARMA COURT
EL DORADO HILLS CA 95762



Alan Sherman
230 Parma Ct.
El Dorado Hls, CA 95762

SACRAMENTO, CA 957

26 JUL 2023 PM 3 L

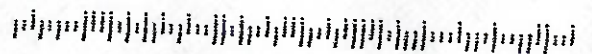


2023 JUL 31 AM 11:04

PLANNING DEPARTMENT

Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
Or via email: TownAndCountryElDorado@edcgov.us

95667-410050



From: Annie Miranda <annie@acmstyling.com>
Sent: Thursday, August 17, 2023 2:25 PM
To: PL-Town and Country Village El Dorado
Subject: Town & Country Village Project NOP Comment

You don't often get email from annie@acmstyling.com. [Learn why this is important](#)

Name: Andreanna Miranda

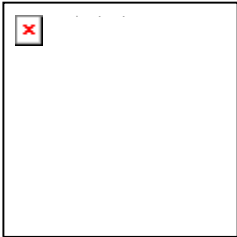
Address: 4020 Portobello Place, El Dorado Hills, CA 95762

- Data on the financial breakdown of revenue generated by hotel, event center, cottages, museum, retail space, etc. High rents on the commercial spaces making it unaffordable for local shops and vendors (Apple Hill merchants, Wineries) to supply their goods/services. This would not fit into the idealized plan for El Dorado Hills showcasing themselves as the gateway to the county.
- Who's responsible to maintain and beautify all areas after development? Who is to fund the maintenance and beautification of the developed property? If anything falls onto the District (El Dorado Hills Community Services District) this plan will lead to further neglect across El Dorado Hills as the District staff is already spread too thin and unable to handle the current development in the region. This is evident as you drive around El Dorado Hills and look at the neglected landscaping, deteriorating structures, and as you walk our current sidewalks and trails that are overgrown and unmaintained.
- Demand for another application when the Proposed Program Study Area is mapped out with a site plan. The project is incomplete with regards to the Proposed Program Study Area and should not be lumped into this application. Per the Notice of Preparation of a Draft Environmental Impact Report states
 - "Development of the Program Study Area consists of 30.3 acres, and may consist of uses such as hotels, senior housing units, medical facilities, townhomes, retail shops, cottages, and other uses allowed by the zoning district."
- The number of acreage in commercial land use in the program study area for total acreage of 11.9 does not match up to the broken down acreage in the 2 following paragraphs on page 6. It exceeds the 11.9 by 3.4 acres.
- An event center and hotel would bring noise and traffic to a residential location. These types of buildings need to find their place within business centers or large commercial settings— not residential developments.
- As shown on Page 11 in figure 4 a large portion of the [very little] Open Space is behind a gate and unavailable to the public. A point was made by the applicant that the project's facilities would be something that the entire community would use, your figures combat that.
- The residential cottages deemed for partial employee housing is tax deductible for the business which is a loss of earnings for the county

- Data on the pending developments surrounding the Town & Country Village Project

Thank you and I look forward to receiving the Environmental Impact Report with my concerns and questions answered.

With Gratitude,
Annie



Annie Miranda#

"\$. 45: -*/ (##&340 / "-# "4) *0 / #5: -*45

w: www.acmstyling.com | e: annie@acmstyling.com



From: Andrew Wong <awong@bluemountaininc.net>
Sent: Thursday, August 17, 2023 8:17 AM
To: PL-Town and Country Village El Dorado
Cc: emami@westernmanagementcompany.com; Josh Pane; moe@mohannadevelopment.com
Subject: Supporting Town & Country Village El Dorado Development

You don't often get email from awong@bluemountaininc.net. [Learn why this is important](#)

Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department

Corinne-

I am writing in support of the proposed Town & Country Village El Dorado. I have toured the property and have reviewed the preliminary plans. I believe the proposed Town & Country Village El Dorado development ties in with the rich history of the site and the region. I also believe the development also blends nicely with the surrounding area.

I am in support of the development.

Thank you.

Andrew Wong

Senior Vice President - Communities

c. 925.383.5411 o. 707.451.8111 x 691 d. 707.469.4212

e. awong@bluemountaininc.net



707 ALDRIDGE ROAD | VACAVILLE, CA 95688



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**TOWN & COUNTRY VILLAGE EL DORADO PROJECT
NOTICE OF PREPARATION (NOP) SCOPING MEETING**

COMMENT FORM

To document the author of comments received, please provide the following information. Thank you.

Name: _____

Address: _____

Organization (if applicable): Neighbor

Please provide us with your written comments on the scope of the EIR by **5:00 PM, August 17, 2023.**

Please explain funding by residence of this project. Are we paying for your business profits and construction of it?

Send comments to:

Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
TownAndCountryEIDorado@edcgov.us

**TOWN & COUNTRY VILLAGE EL DORADO PROJECT
NOTICE OF PREPARATION (NOP) SCOPING MEETING**

COMMENT FORM

To document the author of comments received, please provide the following information. Thank you.

Name: ANTHONY DUBOVIK

Address: 752 MUDROO CT EL DORADO HILLS 95762

Organization (if applicable): _____

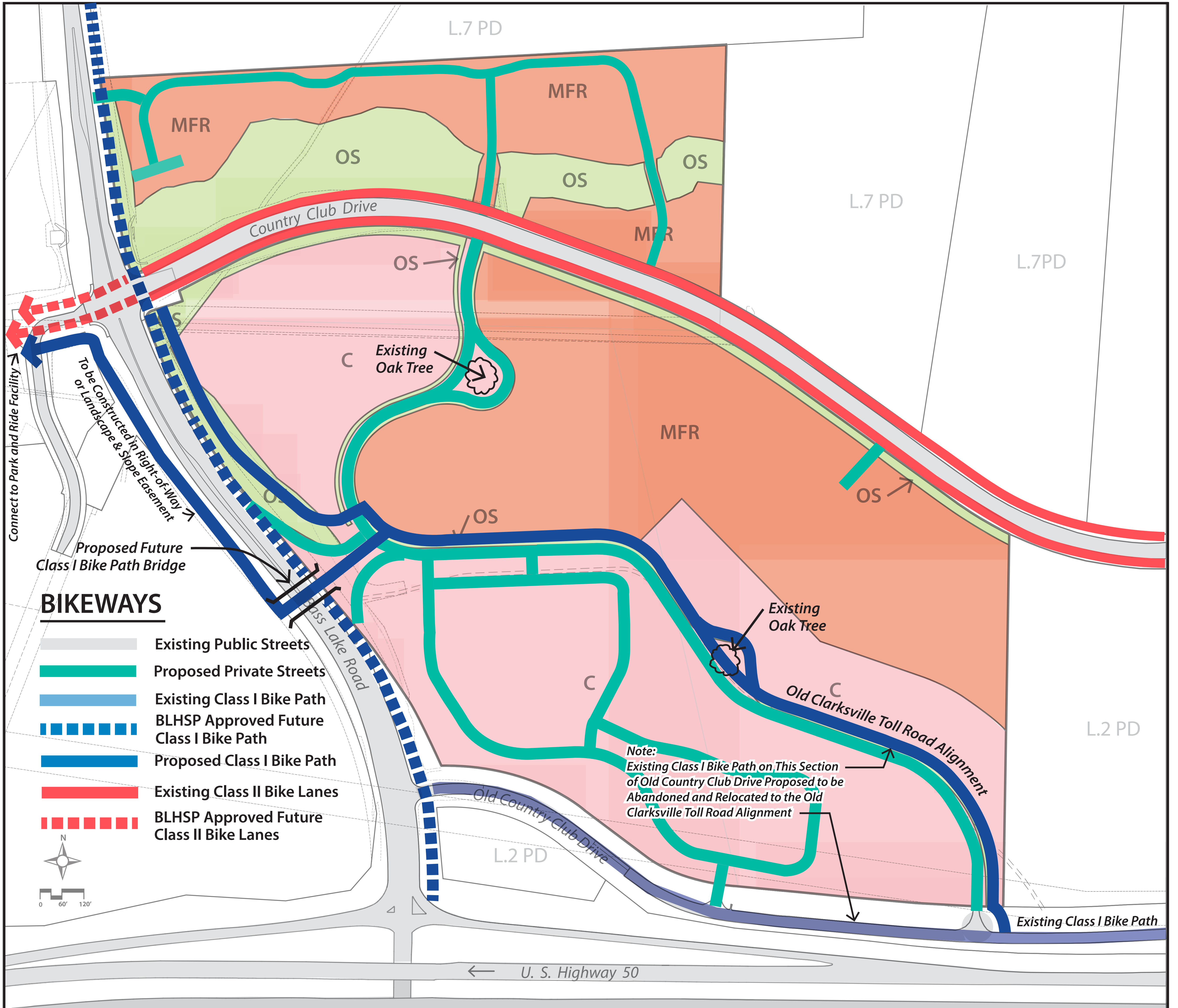
Please provide us with your written comments on the scope of the EIR by **5:00 PM, August 17, 2023.**

COMMENT #1 - I AM CONCERNED ABOUT THE
INCREASED TRAFFIC. WILL THERE BE AN
EXPANSION AT THE INTERCHANGE OF US50 AND
BASS LAKE ROAD.

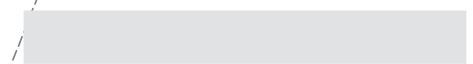






COMMENT #2 - WILL BASS LAKE ROAD
BE WIDENED TO 4 LANES W/ A LEFT
TURN LANE @ COUNTRY CLUB DRIVE TO US-50

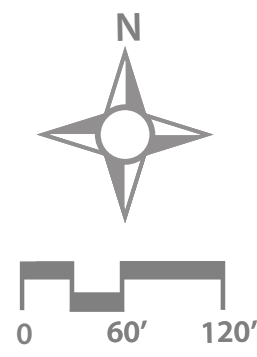
Send comments to:

Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
TownAndCountryEIDorado@edcgov.us



BIKEWAYS

-  Existing Public Streets
-  Proposed Private Streets
-  Existing Class I Bike Path
-  BLHSP Approved Future Class I Bike Path
-  Proposed Class I Bike Path
-  Existing Class II Bike Lanes
-  BLHSP Approved Future Class II Bike Lanes



Note:
Existing Class I Bike Path on This Section of Old Country Club Drive Proposed to be Abandoned and Relocated to the Old Clarksville Toll Road Alignment

From: Bryce Miller <brycejmiller1@gmail.com>
Sent: Wednesday, August 16, 2023 8:22 PM
To: PL-Town and Country Village El Dorado
Subject: Town and Country Development - Resident Written Comment

You don't often get email from brycejmiller1@gmail.com. [Learn why this is important](#)

Hello,

I'm writing to express my sincere concern over the proposed Town and Country Village development in El Dorado Hills. While growth and expansion of the community can be exciting, I'm concerned about the deterioration in quality of life for existing residents. Material (harmful) impacts to traffic, the environment, and community safety are likely to occur if this development moves forward.

For residents born and raised in this area, the beauty of El Dorado County is rural living in proximity to modern, convenient amenities. This community is largely a safe haven from the crime that is increasingly plaguing big cities, including our neighbor, Sacramento. In the event high-density housing, hotels, and an event center are built, this community is inviting significant foot traffic, and subsequently crime, into our safe community that is one of the few remaining exceptional places to raise a family in California. I strongly believe we should **not** move forward with this type of development. A few local examples demonstrate how all growth isn't "good growth":

- Increased crime from the building and operation of Thunder Valley Casino in Lincoln. Lincoln residents have seen notable increases in drug use, DUI, violent offences.
 - Example 1: <https://fox40.com/news/local-news/man-arrested-in-woodland-in-connection-to-thunder-valley-casino-shooting/>
 - Example 2: <https://goldcountrymedia.com/news/189511/placer-county-sheriffs-crime-log-welfare-check-turned-arrest-casino-bathroom-robbery-more/>
- In 2020 alone, migration between San Francisco County and Sacramento County grew by 70% compared to 2019.
 - Source: <https://www.sfgate.com/local/article/increased-migration-bay-area-to-sacramento-18262928.php>
 - Sac PD shows shooting reports are up 25% from 2020 to 2021; number of guns seized up by 34%; homicides up by 32%.
 - Source: <https://www.kcra.com/article/sacramento-police-data-homicides-shootings-increasing/40291795#>

While I'm certain there are good intentions behind the Town and Country development, please consider the many residents - maybe even the silent majority - that are deeply concerned about the harmful effects that this infrastructure will bring to our community. Thank you for considering this position.

Best,
Bryce Miller
530-391-8155
1208 Ravenshoe Way, EDH

From: leflar4@gmail.com
Sent: Thursday, August 17, 2023 4:26 PM
To: PL-Town and Country Village El Dorado
Cc: leflar4@gmail.com
Subject: Attn: Corinne Resha, Senior Planner: Town & Country Village El Dorado Project

You don't often get email from leflar4@gmail.com. [Learn why this is important](#)

Town & Country El Dorado Project
Notice of Preparation (NOP) Scoping Meeting

Comment Form

Name: Christy Leflar
Address: 4830 Castana Drive, Cameron Park

August 17, 2023

Hello,
I attended both scoping meetings – In person on August 8 and virtually on August 9. I would like to first point out that conveniently planning such a meeting with little notice on the night before the first day of school was both underhanded and sneaky. Once I arrived to the meeting, I understood why it was done this way. The meeting was filled with investors, real estate brokers, developers, etc.... none of them (including the applicant) are from the area, none of them care about the rural way of life we embrace here.

I am **vehemently** against this monstrosity, as is most of the community. I have several concerns listed below. It is in the best interest of our community to NOT build such a design that offers nothing to the community.

1. It is important to conduct a FULL environmental impact assessment on traffic and probable damage to the area that includes:
 - Traffic flow and circulation AND the amount of congestion this proposal will inflict upon the area – A complete assessment should include both the “old” Country Club Drive, the “new” Country Club Drive, Hwy 50 flow in both directions, Bass Lake Road, Cambridge Road (which will also be significantly impacted) and all new roads intended to build. This assessment SHOULD NOT include anything proposed North of Country Club Drive as that should require a separate assessment.
 - An environmental assessment must also include probable light pollution. As we all know, light pollution disrupts wildlife, impacts human health and it’s obtrusive. We choose to live here for very significant reasons. We embrace the quiet, the peaceful, the wildlife.
 - Lastly, a complete environmental impact study will also include the impending health issues all this congestion & pollution will cause.

2. In the meeting, it was presented that 56 of the 112 residential cottage units would be deed restricted for hotel employee housing. Why? Why is there a need for employee housing for a hotel, for an event center or for a museum? This is unheard of, unnecessary and perplexing. What other hotels house their employees, and why?
3. My other HUGE concern regarding the remaining 56 “cottages” ... Why would they be available to rent for a day under a Conditional Use Permit? What are the true plans for these cottages?? Cottages = transients.
4. Water. We don't have any. Why on earth would we add to an already massive problem. Make it make sense.
5. Lastly, I would like to know how this benefits the community. It's obvious to anyone looking at the whole plan that there is no benefit.

While this is the initial proposal, it's very clear that the true intention is to over-build this area just like everywhere else. Fun fact, we don't have to build every single piece of land. Undeveloped rolling hills bring peace and provides home to the wildlife we have already grossly displaced.

It is my hope that this does not pass.

Thank you,

Christy Leflar

August 13, 2023

Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

2023 AUG 16 AM 10: 57
RECEIVED
PLANNING DEPARTMENT

RE: Town & Country Village Project NOP Comment

We attended the scoping meeting Tuesday Aug 8. It was very informative and we would like the following concerns to be considered:

1. The traffic created on Old Country Club, New Country Club and Bass Lake Road with additional housing, hotel guests and special venue attendees will need careful review. When school is in session at Blue Oak Elementary and Camerado Springs Middle School, exiting our street onto Country Club is at times very difficult because cars line the street and back up when dropping off or picking up children. Please consider the impact of 700 more households and the effect on traffic (and schools). Also, on Saturdays if there is a swim meet at the community center or book sale at the library, cars already overflow the parking lots and are parked along Country Club. We would not like to see widening of Old Country Club in our residential neighborhood as an option to accommodate 700 more homes.
2. Safety is a major concern if Old Country Club is reopened to access Bass Lake Road. Cars traveling westbound exiting Hwy 50 at Bass Lake Rd do not slow down and historically it was impossible at certain times of the day to make a left turn at the stop sign. There will need to be traffic lights installed and we will need to be assured exiting the new hotels will be a right turn only on Old Country Club to Bass Lake Road, so the neighborhoods are not impacted. There was a time when we had to wait 40 cars deep on Old Country Club in the morning and afternoon to get on to Bass Lake Road. The volume of cars going to or coming from Holy Trinity School was significant. Building New Country Club was a tremendous improvement. Reopening Old Country Club is a problem.
3. Landscaping must remain consistent with the natural environment and all planning for water, sewer, drainage and lighting for the additional 700 homes in the program study area need to be considered now.

Thank you for your time and consideration. We look forward to future reports and information when it becomes available

Cinda and Jack Walton
4610 Castana Drive
Cameron Park, CA 95682

From: [Corinne E. Resha](#)
To: [Nick Pappani](#); [Cindy Gnos](#)
Cc: [Bret E. Sampson](#)
Subject: Fw: Town & Country Village NOP Comment
Date: Thursday, July 27, 2023 3:40:52 PM

Corinne Resha
Senior Planner

County of El Dorado
Planning and Building Department
2850 Fairlane Court, Bldg C
Placerville, CA 95667
Main Line 530.621.5355
Direct 530.621.5305
corinne.resha@edcgov.us

From: Debbie Barbour <d.lewisbarbour@gmail.com>
Sent: Tuesday, July 25, 2023 8:06 AM
To: PL-Town and Country Village El Dorado <TownandCountryElDorado@edcgov.us>
Subject: Town & Country Village NOP Comment

This email is in regards to my concerns associated with the Town & Country Village Proposed Project Development area and also the Proposed Program Study Area.

1) Traffic congestion and increase risk of accidents.- The detail of the hotel units and residential dwellings listed in Table 1 of your documents implies that this project could bring well over 1000 additional vehicles of traffic to this Bass Lake and Country Club area due to hotel workers, hotel guests (300), residents (814), events (300 persons), shopping, museum (100 visitors), restaurant patrons (120 patrons) plus trucks for deliveries. This area already faces traffic congestion during peak commute hours, and also times associated with school drop-off/pick-up times. The plan will also bring 4 new ingress/egress points onto Bass Lake Road in a very short distance AND 3 new ingress/egress points on Country Club Drive. These points will cause a cumulative impact and further congest both roadways in this area while increasing accident hazard risks and noise.

2) Traffic and impacts to air quality and gas emissions. - The addition of 1000-1600 vehicles to this concentrated location will impact the air quality and health of nearby communities.

3) Aesthetics of 5-story hotels - The placement of 5-story hotel will detract and ruin the aesthetics of a rural community by turning it into a highly commercialized zone. Most existing residents moved to this area due to the open acreage and rural landscape setting. Rezoning and commercializing this land does not promote nor preserve the area's aesthetics nor the quality of life in our community.

4) Utilities Water - El Dorado county already struggles with meeting water demands as droughts become more common due to global warming and climate change. Furthermore, water pressure for nearby Bar J Ranch development has continued to decline over the past 10

years associated with all the development of actions surrounding homes and developments. The water requirements for this project and study area to support the identified hotels, residents, events and grounds will impact water pressure and availability to the nearby communities further degrading their existing water services.

These items, associated with the Town & Country Village, will negatively impact the environment, harm neighboring communities quality of life, and degrade the value of homes in the area. This area should not be rezoned, the BLHSP should not be amended and the project with its associated study area should not be granted any planned development or conditional use permits.

Thank you for your attention to address my concerns in your EIR. If you have any questions or require and additional information, please let me know.

Respectfully,
Debbie Lewis-Barbour
Resident of Bar J Community

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This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

From: Debbie Deti <dld9211958@gmail.com>
Sent: Monday, August 14, 2023 3:00 AM
To: PL-Town and Country Village El Dorado
Subject: Bass Lake Construction

You don't often get email from dld9211958@gmail.com. [Learn why this is important](#)

I think what really needs to be put in concentration is the wild life. If we keep taking all of the land and build on it. What is going to happen to the wild live? That is what El Dorado County is known for. There are already Bears, Mountain Lions and other types of wild life going into towns, and on properties. A lot of which has to do with wild fires. So you throw Construction in the mix, and where can they go? Just food for thought. I appreciate you taking the time to read. Debra Deti

From: Dennis Daniel <dennis-linda@att.net>
Sent: Monday, August 14, 2023 9:28 AM
To: PL-Town and Country Village El Dorado
Subject: Town & Country Village El Dorado - Proposed Project

You don't often get email from dennis-linda@att.net. [Learn why this is important](#)

Concerns/Issues

Traffic - Already there is a traffic problem on Country Club Dr east bound towards the Blue Oaks school and Community Center. Excessive speeding, cutting thru the neighborhood (Trinidad to Casa Largo).

The potential loss of too many trees in the proposed development area.

The negative impact on the creek north off Country Club Dr,

The freeway inter-change is already a problem at peak times. There is off ramp back up onto 50 freeway east bound. The west bound on ramp to 50 is too short for safe merger during peak times. The metering light which I have only seen used one time made the situation worse, as traffic backs up on to Bass Lake Road and you have to start from a stop at top of the hill, reducing the distance to merge and get up to speed.

Crime - Associated with the Hotels and worker residents, statistically there will be an increase of incidents.

Thank You,
Dennis Daniel
4219 Gailey Circle
Cameron Park 95682
916 718-7845

From: dbane1953 <dbane1953@gmail.com>
Sent: Tuesday, August 15, 2023 4:10 PM
To: PL-Town and Country Village El Dorado
Subject: "Town & Country Village Project NOP Comment"

You don't often get email from dbane1953@gmail.com. [Learn why this is important](#)

I believe this project is good for the people of El Dorado County. It brings upscale hotel, museum, entertainment space plus boutique shops we don't have. It looks to be well planned out and again good for the County.

Dennis E Bane
4257 Arenzano Way
El Dorado Hills, CA 95762
408 472 4813

Sent from my T-Mobile 4G LTE Device



From: Don Dupere <ddupere@comcast.net>
Sent: Wednesday, August 16, 2023 11:02 AM
To: PL-Town and Country Village El Dorado
Subject: Environmental Impact Report - "Town and Village"

[You don't often get email from ddupere@comcast.net. Learn why this is important at [- 1\) California has not increased water storage since 1980 despite;
 - a\) A 62% increase in population
 - b\) A 36% increase in wine grape production \(800 gallons of water to produce 1 gallon of wine\)
 - c\) Voter approved funding of \\$2.7B in 2014 to improve water storage and infrastructure - with little to no progress in the last decade
 - d\) Multiple requests by EID to drastically cut back water usage due to impacts of the fires/ floods on their ability to process the water
 - e\) Many years of severe drought.](https://urldefense.proofpoint.com/v2/url?u=https-3A__aka.ms_LearnAboutSenderIdentification&d=DwIGaQ&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=c0d3CmUDYH46pFni0eukgizoy8XR7i1l_8YK320hnX8&m=d_4yVm9lomdnVBr8lzQMxlpz3J5IXMA8u-_ErP5HZI2XAJF9R0wn-dF3hsXmQ2Xk&s=g8ZhQTJoEMQm9H0thCS6CxeVnpCdsBfslaPnh0yeR4M&e=]</p></div><div data-bbox=)

So, why would we continue to build when our water resources are already taxed beyond the limit including the collapse of water tables. It makes no sense. This project is just another nail in the coffin of California's water situation

- 2) We live in an area with relatively low crime. It is proven that rural areas have less crime per capita than urban areas. Why would we want to urbanize?
- 3) Light pollution is not on your list of issues to review in your EIR. We live in an area where we can actually see the stars at night. Why would we want to give that up?
- 4) Our electric grid is already taxed to the limit with no plans for the replacement of Diablo Canyon Nuclear Power Plant when it is retired in 5 years or so. We are continuing to have to purchase power from other states as well as Canada and Mexico.

Donald A. Dupere
617 Ore Cart Court
El Dorado Hills, CA 95762
(805) 868-0251

From: Frank Porter <fspsm520@gmail.com>
Sent: Thursday, August 17, 2023 11:24 AM
To: PL-Town and Country Village El Dorado
Cc: Frank Porter; Maureen Dion-Perry
Subject: Town & Country Village Project NOP Comment

You don't often get email from fspsm520@gmail.com. [Learn why this is important](#)

To: Corinne Resha, Senior Planner, County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C, Placerville, CA 95667

From: Frank Porter, 1633 Loma Verde Drive, El Dorado Hills, Ca 95762

Date: August 17, 2023

Subject: Town & Country Village Project NOP Comment

Dear EDC Planning and Building Department,

I read with great interest that the proposed Town & Country Village includes:

*"Residential Cottages - The northernmost 7.9-acre portion of the project site, located north of Country Club Drive, would be developed with a total of 112 residential cottage units; **56 units would be deed restricted for hotel employee housing**, and the remaining 56 units would be available for rent on a daily or extended stay basis, which would require a Conditional Use Permit (CUP23-0008). Each cottage unit would be comprised of two stories, including a separate bedroom, bathroom, full kitchen facilities, and an outdoor deck."*

I applaud and wholeheartedly support the inclusion of these 56 much needed, deed restricted hotel employee housing units in the proposed project, mixed with another 56 units available for rent on a daily or extended stay basis.

The Town & Country Village El Dorado "T&CVED" proposes to develop an upscale resort with two beautifully appointed residential villages of two story cottages with additional loft spaces along the seasonal drainage area in the Oak Grove just north of Country Club Drive for staff of the resort and hotel guests alike.

Additionally, the T&CVED proposes to reduce vehicle miles traveled by using low emission vehicles to transport guest from Church weddings, family gatherings and life celebrations at the Holy Trinity Church, Foothills Community Church and Faith Episcopal Church.

All of these activities would reduce vehicle miles traveled for both hotel guests and employees.

I urge you to include in your study of the project:

-
-
- The total possible reduction in vehicle miles traveled;
-
-

-
- The net automobile savings to staff who would be able to walk or bike to the resort -
- just a short three thousand +/- feet away?
-
-
-
- the concept of staff housing next to the resort - will be a triple net benefit for the
- environment and superior health of the employees.
-

Thank you for your consideration of my comments.

--

Frank Porter

Vice-President

Housing El Dorado

fspsm520@gmail.com

Mobile: 916-380-9352

[Click here for the latest HED news](#)

From: Glenda Carminati <glendacarminati59@gmail.com>
Sent: Thursday, August 17, 2023 2:25 PM
To: PL-Town and Country Village El Dorado
Subject: Town & Country Village Project NOP Comment

You don't often get email from glendacarminati59@gmail.com. [Learn why this is important](#)

Glenda Carminati
4020 Portobello Pl, El Dorado Hills, CA 95762

I would like the following data included in the E.I.R.

- * Traffic Impact Survey to be conducted during the day and time in which the schools are in session.
- * Data stating the quality of life for those owning properties within a 5 mile radius of the project. (Pollution Noise and Environmental, Psychological)
- * Data that follows the money from beginning to end, stating who is likely to benefit financially from the project. (With current market rates in all steps of the projects.
- * Data that reflects how the project will affect the natural resources, wildlife, and quality of life of all El Dorado Hills residents.
- * Data that reflects the current residents and property owners of El Dorado Hills that are for, or against the project, and why. (Take the project to a vote)
- *Data that reflects any change in property values (up or down), for those residents living within a 2 mile radius of the project.
- * Data that reflects the true amount of revenue that will be generated for the county and where that money will be allocated to.
- * Data that reflects the current and forecasted cost to maintain the streets, landscaping and open areas that surround the project. (Property of the project, as well as the county properties that are within a 5-mile radius of the project.
- * Data that reflects who, what, where and how the revenue will come from to maintain the area's natural resources.
- * Current data on the "EL DORADO COUNTY GENERAL PLAN CONSERVATION AND OPEN SPACE ELEMENT. CONSERVATION OF BIOLOGICAL RESOURCES".
Identify, conserve, and manage wildlife, wildlife habitat, fisheries, and vegetation resources of significant biological, ecological, and recreational value.
- * Data covering MEASURE CO-K Work cooperatively with the State Department of Fish and Game, U.S. Fish and Wildlife Service, and Bureau of Land Management to implement the gabbro soils rare plant ecological preserve and recovery program and to develop a long-term preserve strategy.
- *Data listing the OBJECTIVE 7.4.3] Responsibility: Planning Department Time Frame: Ongoing implementation to continue immediately upon General Plan adoption. Development standards to be incorporated into updated Zoning Ordinance and design standards programs.
- *Data listing MEASURE CO-L Develop guidelines for the preparation of biological study reports. [Policy 7.4.1.6] Responsibility: Planning Department and Department of Transportation Time Frame: Develop guidelines within five years of General Plan adoption.
- *Survey and Monitoring Protocols and Guidelines. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities State of California Natural Resources Agency Department of Fish & Wildlife. Including, but not limited to:Plants, Invertebrates, Amphibiens, Reptiles, Birds and Mammals.
- *Data that identifies any endangered species within the county.
- *Data that reflects the county's rezoning history of any property within El Dorado County post General/Master Plan adoption.
- *Data that reflects the date's in which a moratorium on land development within El Dorado County was adopted, and when it was lifted. (Reflects the county's intent and what direction our open space is headed.

Intent on holding those who are representing the people of El Dorado Hills accountable for the decisions they make for those of us who call this home, and actually live within the county. I look forward to receiving the E.I.R . with my questions answered.

Respectfully,
Glenda Carminati

From: Seymour, Guy <GSeymour@QuantaServices.com>
Sent: Monday, August 14, 2023 7:29 AM
To: PL-Town and Country Village El Dorado
Cc: Lynda Seymour
Subject: Attn: Corinne Resha, Senior Planner - Planned Recreation Bridge Over Bass Lake Road

You don't often get email from gseymour@quantaservices.com. [Learn why this is important](#)

Ms. Resha,

We have attended two informational meetings thus for the Town and Country Development on & near Bass Lake Road. We live in Bar J Ranch in Cameron Park & fully endorse this development & enjoy with many others the enthusiasm for this project to be approved & construction be underway.

Our concern specifically in this correspondence is the planned bridge over Bass Lake Road. We currently learned that this approval is scheduled in the second phase of approval considerations. As a recreational pathway over Bass Lake Road, which is heavily traveled since the development east of this development, is a safety concern for anyone not traveling in a vehicle.

We therefore would urge the planning board to consider integrating this approval schedule to be included in the first approval process in the event additional studies may be required that will allow time to address any unforeseen issues.

Respectively,
Guy & Lynda Seymour
4707 Castana Dr.
Cameron Park, CA 95682
Guy: (707) 373-1115
Lynda: (214) 629-4428

Guy Seymour

UNDERGROUND CONSTRUCTION CO.

5145 Industrial Way | Benicia, CA 94510

Direct 707.751.2113 | **Cell** 707.373.1115

Email gseymour@undergroundconstruction.com



Underground Construction Co., Inc.

A QUANTA SERVICES COMPANY

From: Seymour, Guy <GSeymour@QuantaServices.com>
Sent: Thursday, August 17, 2023 9:20 AM
To: PL-Town and Country Village El Dorado
Cc: Lynda Seymour
Subject: Town and Country Development

You don't often get email from gseymour@quantaservices.com. [Learn why this is important](#)

Ms. Resha,

We have attended two informational meetings thus far for the Town and Country Development on & near Bass Lake Road. We live in Bar J Ranch in Cameron Park & fully endorse this development, & enjoy with many others the enthusiasm for this project to be approved & construction be underway.

Change is inevitable, but with reservation for reasonable consideration to the environment, the community & the general well being of those people that live close by for the betterment of the surrounding area. Based on what we have heard from what details have been presented from these meetings, this project provides the balance of these requirements, which has gained our support accordingly.

We therefore would urge the planning board to consider approving this project, so progress toward completion can begin.

Thank you for your consideration.

Respectively,
Guy & Lynda Seymour
4707 Castana Dr.
Cameron Park, CA 95682
Guy: (707) 373-1115
Lynda: (214) 629-4428

Guy Seymour

UNDERGROUND CONSTRUCTION CO.

5145 Industrial Way | Benicia, CA 94510

Direct 707.751.2113 | **Cell** 707.373.1115

Email gseymour@undergroundconstruction.com



From: Helen Stokes <hstokes48@comcast.net>
Sent: Thursday, August 17, 2023 4:33 PM
To: PL-Town and Country Village El Dorado
Subject: Proposed Town & Country Village

You don't often get email from hstokes48@comcast.net. [Learn why this is important](#)

Corinne Resha:

My husband & I live in Cameron Park & are opposed to this project. Just look at what has happened to Folsom & continues to happen. Bidwell St. is getting more congested with all of the new apartments & homes that have been built, & many more are under construction. Pretty soon Bidwell is going to be a nightmare to drive on. Lots of construction is also happening in El Dorado Hills. And now this proposal for this village to be built on Bass Lake Rd.!! This is getting ridiculous. It is going to add to the congestion we already have on Bass Lake Rd. due to new subdivisions & shopping center that have been built in the area. In addition, how will the water demand be met for this village? Do we really need two hotels & possibly more in this area? Our peaceful country life is starting not to be that way any more!

From: Jan Taylor <bellajfam1629@gmail.com>
Sent: Thursday, August 17, 2023 4:56 PM
To: PL-Town and Country Village El Dorado
Subject: Town and County Village Project NOP Comment

You don't often get email from bellajfam1629@gmail.com. [Learn why this is important](#)

My my name is Janice Taylor

PO Box 5020

El Dorado Hills CA

95762

Property location

4401 Silver Dove Way

El Dorado Hills CA

95762

Hello to all concerned parties.

I owned my property near Bass Lake Rd since 1978. In my many years here, many improvements have occurred in this area, to add to the betterment of this area.

I assisted with the planning of The Bass Lake Hills Specific Plan of 1995.

Noted in the 1995 plan, for the Circulation Figure 4-1, is a parallel capacity to Bass Lake Road, for a Road Right of Way as well as Public

Service Easement,

Signed in 2017.

This easement realign of Silver Way

will connect with the Country Club Dr near the El Dorado County Park and Ride, currently under construction.

I feel the improvements of Bass Lake Road, near the overcrossing at high way 50 will help with the Circulation plan.

Thank you

Jan Taylor

From: John Albano <jtalbano@yahoo.com>
Sent: Tuesday, August 15, 2023 1:23 PM
To: PL-Town and Country Village El Dorado
Subject: Town & Country Village Project NOP Comment

You don't often get email from jtalbano@yahoo.com. [Learn why this is important](#)

I support the Town & Country Village Project because it will benefit the El Dorado Hills community. It's a well-thought, well-planned project that will enhance the beauty of our county, and provide additional services that are needed in the Bass Lake Rd area.

John Albano
6058 Southernness Dr, El Dorado Hills, CA 95762
925-708-3895
jtalbano@yahoo.com

From: John Forst <jackfor1@me.com>
Sent: Wednesday, August 16, 2023 2:55 PM
To: PL-Town and Country Village El Dorado
Cc: Josh Pane
Subject: Town and Country Village Project

[You don't often get email from jackfor1@me.com. Learn why this is important at https://urldefense.proofpoint.com/v2/url?u=https-3A__aka.ms_LearnAboutSenderIdentification&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=c0d3CmUDYH46pFnl0eukgizoy8XR7i1l_8YK320hnX8&m=d_4yVm9lomdnVBr8lzQMxlpz3J5IXMA8u-_ErP5HZI2XAjF9R0wn-dF3hsXmQ2Xk&s=g8ZhQTJoEMQm9H0thCS6CxeVnpCdsBfslaPnh0yeR4M&e=]

My family and I have owned a 10 acre property near the proposed project site for more than 60 years. We always hoped for a culturally and environmentally sensitive project that would make the best possible use of the land. The project information that is currently available addresses the historical, environmental, and cultural issues which are of importance to us. We have experienced decades of proposals and plans that have not come to fruition. Finally someone has come up with a plan that makes sense to us. Please give serious consideration for this project to move forward.
John Forst

From: Karan Marsh <karan.marsh@gmail.com>
Sent: Thursday, August 17, 2023 4:55 PM
To: PL-Town and Country Village El Dorado
Cc: Brother Gary Yowell; Margie; Mickie Smith - Live; Steve Marsh; Brother Tom Yowell
Subject: Opposition against the "Town & Country Village Project NOP Comment"

You don't often get email from karan.marsh@gmail.com. [Learn why this is important](#)

Opposition against the "Town & Country Village Project NOP Comment"

Submitted to:

Corinne Resha, Senior Planner

County of El Dorado Planning and Building Department

2850 Fairlane Court, Building C

Placerville, CA 95667 - via email: TownAndCountryElDorado@edcgov.us

Submitted by:

Residents: Margie Yowell, Mickie Smith, Karan Marsh, Stephen Marsh, Thomas Yowell Jr., Lydia Yowell

This combined letter is to document our opposition of the proposed Town Home Development at **Bass Lake Road (BLR)** and Highway 50 in El Dorado Hills. Following are where we see this proposal conflicts with the existing El Dorado County General Plan:

GOAL 2.1: LAND USE Protection and conservation of existing communities and rural centers...

Policy 2.1.1.3 restricts land use to 20 residential units per acre. Our family lives directly above the proposed site since the late 70s and we've supported the general plan. This proposal, however, **conflicts** with the General plan as it exceeds the number of 20 residential units per acre limit with its multiple hotels, planned senior care units plus employee units etc. The proposal includes transient hotel accommodations which are not considered "residential". The approximately 60.5- acre site proposes at least "two hotels, retail services, two restaurants, a museum, an event center, associated parking, 56 residential cottages for employee housing, and an additional 56 residential cottages that may be rented on a daily or extended stay basis, which may require a conditional use permit. The Program Study Area consists of the central and easternmost 30.2 acres of the project site, and may include further development in the future such as additional hotels, medical facilities, senior housing, townhomes and cottages, and other uses allowed by the proposed zoning districts."

Policy 2.1.1.7 requires...as adequate roadways, utilities, and other public service infrastructure become available and wildfire hazards are mitigated as required by an approved Fire Safe Plan.

1. Our family is concerned that the BLR as it is today, is not adequate, should an emergency require evacuation from the proposed site. We anticipate increased bottlenecks at Highway 50 exit and on-ramps with such a proposal which will impact our EDH neighbors negatively.

2. BLR is in the Medium Fire Hazard Severity Zone based on the CALFIRE maps. CALFIRE is in the middle of updating the zones. Should a proposal be approved and if CalFire's risk changes, impacts would likely be felt with canceled fire insurance policies, and or increased premiums.
3. The Bass Lake fire station and ambulances are not equipped to adequately respond to a major fire incident in such proposed facilities. What fees from the applicant are to be provided for emergency services training to respond to the buildings and large gatherings once needed?
4. We expect an increase of calls per the elder housing and hotel center hosting large transient groups.
5. How would a disaster at the facility impact its rural neighbors? There are no safeguards within the proposal to safeguard its residential rural and suburban neighbors from potential disasters. Increased DUIs due to increased events from zero to however many they expect to host. If 1 event hosted per week, potentially 52 DUI increase at minimum.
6. The proposal includes solar power; it is not evident PGE has permitted, approved or confirmed their ability to absorb that generation of power?
7. The proposal recommends the use of a temporary in-ground septic system for their 150+ room transient facilities? We do not recall seeing such a "commercial" provision in the General Plan.
8. The El Dorado County staff is not sufficiently staffed to accommodate the increased workload of inspections and reviews of elder care, community housing and hotels. We work with EDC and understand they are understaffed without this proposal being approved.
9. Our EDH neighbors already complain, via NextDoor application, about the frequent power outages. Adding such a facility would likely increase the power drain, potentially increasing outages.
10. The Proposal will likely increase traffic volume, speed and road rage incidents. We have seen two deaths since the recent residential developments started, one at Hollow Oak and the other at the Highway 50/Bass Lake exit. About six years ago, the DOT increased the BLR speed limit from 40 mph to 50 mph "because that's how fast our new aggressive drivers drive." DOT has not repaired the pothole at Hollow Oak/BLR. It is nearly impossible for us or our neighbors to exit or enter safely at Hollow Oak/BLR. Aggressive drivers do not slow down for drivers make a right onto Hollow Oak, instead they pass left across the middle line into oncoming traffic.

GOAL 2.3: NATURAL LANDSCAPE FEATURES Maintain the characteristic natural landscape features unique to each area of the County.

11. The proposal's submitter has a current business located in downtown Sacramento and this design promotes "a downtown event center" characteristic, not a rural view. Such a program is neither rural nor suburb. Keep this facility away from the small Bass Lake Road off-ramp. A better site is just west of the proposed location and would be a nice community blend and will provide business competition within the Town and County shopping area.

GOAL 2.4: EXISTING COMMUNITY IDENTITY Maintain and enhance the character of existing rural and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life, economic health, and community pride of County residents.

12. We see the Proposal going against keeping rural as rural. And against keeping suburbs as suburbs as established by this General Plan goal.
13. Residents have moved to this rural suburb for its peace and quiet, as we did back in the 70's. Permitting such an event center with multiple hotels defeats the rural community identity.

14. Expected increase of noise from hosted events. If we can hear football games from Bidwell, imagine noise from this close proximity. Such an event center will conflict with neighbors' ability to enjoy peace and quiet weekends. Sound travels in this area.
15. We, and our neighbors will see an increase in light, dust and noise pollution and operation of night events.
16. How long is construction planned? How many days per week, hours? Dust suppression?

So many unanswered questions from this proposal. Many thanks for your consideration and review of our comments against this proposal.

Karan & Steve Marsh
(916) 752-7735 (PST)

From: Kathleen Jermstad <kathleenjermstad@gmail.com>
Sent: Thursday, August 17, 2023 2:48 PM
To: PL-Town and Country Village El Dorado
Subject: Town & Country Village NOP Public Comment
Attachments: T&CV JermstadComment.pdf

You don't often get email from kathleenjermstad@gmail.com. [Learn why this is important](#)

Greetings. Thank you for the opportunity to comment (attached) on the NOP for the Town and Country Village project. If my comments seem obtuse, it is because I tend to look at the larger landscape and how land use affects all species. I truly believe people love nature and wildlife, but do not understand the ramifications that our infrastructure can have if we are not mindful of wildlife's survival requirements.

Best Regards,

Kathleen Jermstad
Resident of El Dorado County



Kathleen Jermstad
Biologist/Geneticist
Phone: (530) 957-7337

www.naturalbornferret.com

PUBLIC COMMENT REGARDING THE PROPOSED TOWN AND COUNTRY VILLAGE PROJECT**August 16, 2023****Potential for barrier mitigation near the Town and Country Village project:**

- Although the Town and Country Village project area is not near or in an IBC, the potential for wildlife to travel within and south of the general area of Town and Country Village project is high. There is evidence that the Bass Lake overcrossing (OC) accommodates wildlife movement between the Town and Country Village Project area to Marble Valley (Fig. 1). The species that were detected within the OC are nocturnal and keep to the natural substrate on the abutment, thus posing minimal risk to themselves and to motorists. Game trails are clearly noted on the southeast side and within the OC. According to EDC's CIP, more improvements are planned for the Bass Lake Road area. Hopefully, improvements will be designed to somehow enhance wildlife movement through the OC, not impede it. It is preferable that wildlife go under the highway not over it, avoiding wildlife-vehicle collisions. Caltrans is currently determining locations along Highway 50 that are best suited for installing WUCs. There are Federal and State funding opportunities for these enhancements (see links).
- A wildlife undercrossing (WUC) should have been installed when the Silva Valley Parkway Interchange (IC) was constructed in 2015. The existing culvert could have been retrofitted for that purpose which would have connected the riparian corridor to the north of Hwy 50 (running through Serrano) to the riparian corridor to the south of Hwy 50, just east of White Rock Rd. This drainage leads to Screech Owl and Carson Creek which converges with Deer Creek northeast of Sloughouse which converges with the Consumnes River north of the Consumnes River Preserve (Fig. 2). The westbound offramp to Silva Valley Parkway is a bridge over this riparian habitat west of the Korean Presbyterian Church. According to the EDC CIP, more improvements are pending at this location. Perhaps a wildlife undercrossing can be included at that time since these projects will further impact the riparian corridor mentioned above.
- The topography of Hwy 50 from Silva Valley Parkway east past the Town and Country Village Project area is not conducive to installing a box culvert WUC because the westbound and eastbound lanes are at two levels and the land on the North is above-grade. There is one location west of the Town and Country Village Project, near the Faith Episcopal Church (PM 4.114), where a drainage crosses under the highway creating below-grade topography that could accommodate a box culvert WUC (Fig. 3)

- The intermittent drainage within the Town and Country Village Project North of Country Club Drive, is an optimal site for a nature/bike trail/open space for people and wildlife. The drainage is somewhat connected east-west to the riparian corridor that runs southwest through Serrano. However, Country Club Drive presents a barrier for safe crossing of both humans and wildlife. Low speed limits and trail undercrossings or bridges would be best for safety and enjoyment.

Major residential and commercial infrastructure is slated for western El Dorado County. Unless steps are taken now to preserve open space and riparian habitats, wildlife in this Foothill area will be limited and diminished. Residential wildlife will have barriers to dispersal and kinship mating will increase.

Summary

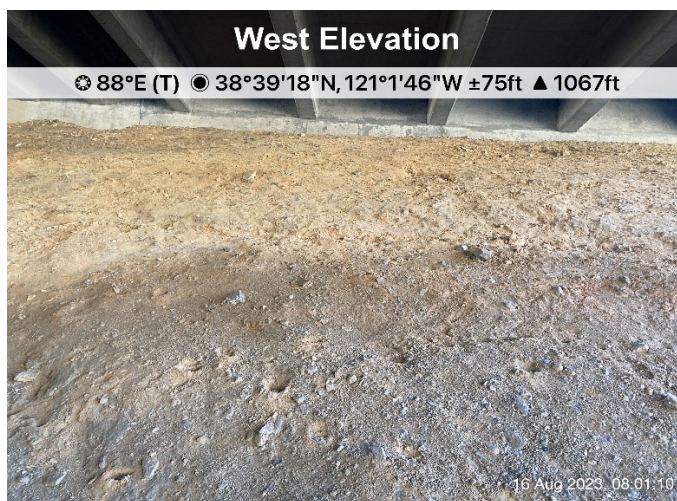
- 1) Wildlife passage across man-made barriers is important at the State and Federal level. Western EDC, with its increased growth of walled and gated communities, has an opportunity to plan for wildlife welfare.
- 2) The riparian corridor from Bass Lake to the Consumnes River needs to be considered whenever any type of infrastructure is planned. The interchange at Silva Valley Parkway should be mitigated.
- 3) Highway 50 from PM 2.14 to PM 4.01 (*the Buffalo Grade*) does not present opportunities for wildlife undercrossings. (Wildlife over crossings are most costly.)
- 4) Open space and setbacks for wildlife movement, even if only residential wildlife, should be maintained during the design phase of a project if quality of life is important to developers and the County. The Open Space and trails designed into the Town and Country Village project seem rightly headed in that direction.

Best,

Kathleen Jermstad
Camino, CA
(530) 957-7337

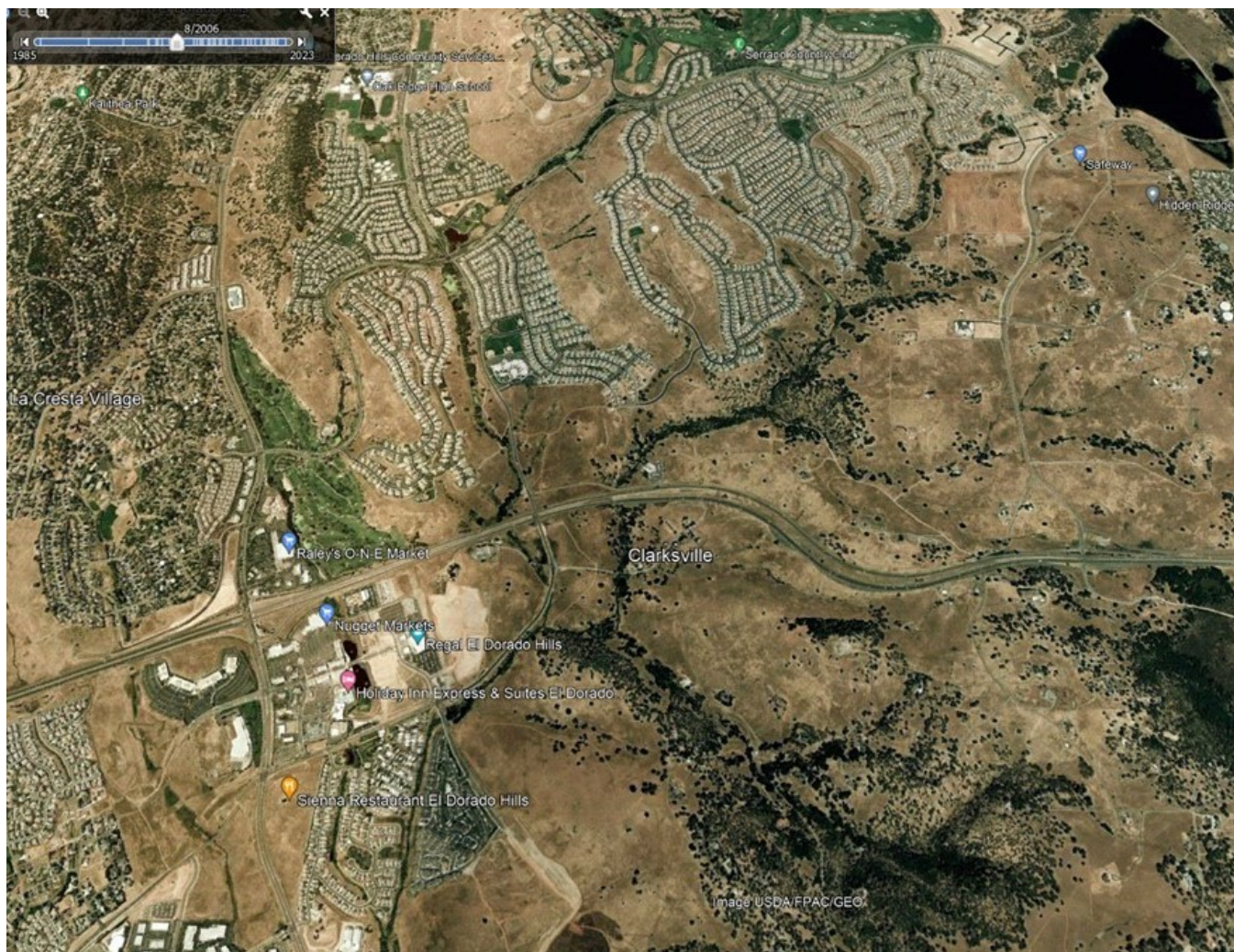
[Federal Wildlife Crossing Pilot Program Grants](#)
[California Grant Portal](#)
[CA Wildlife Connectivity 2022](#) (EDC, pp 12 and 21)

Figure 1. Bass Lake Rd Overcrossing (photo documented in 2018 and 2023)



Bobcat

Figure 2. Riparian Corridor from Bass Lake under Hwy 50, through Clarksville and the Business Park



(A satellite map from 2006 depicts the riparian corridor more clearly than a current map)

From: Kathy Hatten <khatten@visitingangels.com>
Sent: Thursday, August 17, 2023 6:57 AM
To: PL-Town and Country Village El Dorado
Subject: Comments about new Town and Country project

You don't often get email from khatten@visitingangels.com. [Learn why this is important](#)

My name is Kathy Hatten and I live in El Dorado Hills and attend Holy Trinity Church. I was interested in learning more about the Town and Country development because it will be located right down the hill from my church. After reading about the project, I was really impressed with the considerate planning and vision that went into this project. I have always felt El Dorado Hills needed another hotel and an option for events (weddings, family reunions, meeting space for large groups, restaurants that can accommodate large groups, company meetings, etc.). Most of the time we have to use facilities in Folsom and out of the area. The architectural design seems really exciting that they are modeling it after the historic Ahwahnee Hotel and they will have a museum featuring the local history of the region. I also like that they plan to use the land space wisely and still have open land with bike and walking trails.

One thing I learned that not many resort style complexes like this offer is- housing for their staff. So many employees have to drive several hours to come to work because they cannot afford to live in affluent communities where these developments are located. This tells me that this developer truly cares and wants to support their employees, something you don't hear of very often.

I am very happy that an exceptional and well planned project like the Town and Country project will be using that space. It has a lot to offer the county and will be a nice neighbor to our church. I am sure once it's complete, the people of El Dorado County (and our neighboring city of Folsom) will thoroughly enjoy it.

Thanks for allowing me to submit my comments.

Kathy Hatten

Kathy Hatten

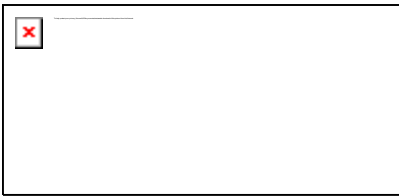
Retention Manager

3350 Country Club Drive, #101, Cameron Park, CA 95682

4465 Granite Dr., Rocklin, CA 95677

530-677-4400 / 916-424-4400

www.VisitingAngels.com/GoldCountry



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From: K and S Tank <skcaltank@yahoo.com>
Sent: Tuesday, August 15, 2023 4:43 PM
To: PL-Town and Country Village El Dorado
Subject: Bass Lake Proposal

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Dear board,

I am vehemently against the proposed building of two five-story hotels, two restaurants, an event center, and more at the corner of Bass Lake and Country Club. I live off Bass Lake Road, and I drive the road daily to go teach at my school.

The proposed development does not go with the rural layout of the land. It will be an eyesore to our community and create unwanted gridlock and congestion. Bass Lake Road cannot handle the added cars and traffic. We are a rural community! I am shocked the proposal has gotten as far as it has.

I don't think any of you live in the neighborhood, but I am asking to vote in our shoes.

We live here and do not want this development. Please do the right thing and vote against.

Thank you,

Kim Tank

[Sent from Yahoo Mail on Android](#)

From: Lauren Shuttleworth <lshuttleworth@att.net>
Sent: Tuesday, August 15, 2023 6:22 PM
To: BOS-District I; BOS-District II; BOS-District III; BOS-District IV; BOS-District V; PL-Town and Country Village El Dorado; Karen L. Garner; Jon X. Vegna; Kris X. Payne; Lexi Boeger; Andy Nevis; Daniel Harkin
Cc: Forrest Shuttleworth
Subject: We are 100% opposed to this project!

You don't often get email from lshuttleworth@att.net. [Learn why this is important](#)

We are 100% opposed to this project!



60-acre Bass Lake Hills project going into EIR phase
mtdemocrat.com

This project should absolutely NOT go forward due to the overwhelming crowding it will cause in El Dorado Hills, the loss of precious wildlife, resources and open natural land!!!

Lauren Shuttleworth

From: chamber@eldoradocounty.org
Sent: Thursday, August 17, 2023 8:32 AM
To: PL-Town and Country Village El Dorado
Subject: proposed project

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Conceptually this is a very interesting project and we look forward to learning more as the proposed project moves forward.

Laurel Brent-Bumb A.C.E.
Chief Executive Officer
530 621 5885

From: Laurie Heyman <lheyman@snowlinehospice.org>
Sent: Thursday, August 17, 2023 10:52 AM
To: PL-Town and Country Village El Dorado
Subject: Support for the proposed Town & Country Village El Dorado development

You don't often get email from lheyman@snowlinehospice.org. [Learn why this is important](#)

Dear Ms. Resha,

I am writing to express my enthusiastic support for the proposed Town & Country Village El Dorado development. As a 17-year El Dorado County resident and active community member, this project holds immense promise and potential for El Dorado County.

The vision of creating a vibrant and European-styled mixed-use space encompassing shops, housing, a hotel, and businesses is inspiring. This development has the potential to enhance our area's economic vitality and provide numerous benefits to our residents.

Adding new shops, businesses, and a hotel will undoubtedly attract more visitors, creating a bustling hub of activity. This influx of tourism can lead to increased revenue for local businesses, additional job opportunities, and a boost to our local economy.

A well-designed mixed-use development encourages community members to unite, interact, and engage. It can be a beautiful focal point for local events, cultural activities, and gatherings, fostering a stronger sense of community.

Including housing within the development can address our community's housing needs. They are providing diverse housing options, including affordable units for those employed with the hotel, attracting a more comprehensive range of residents and contributing to a more inclusive neighborhood.

I encourage you to consider the broader positive impact of the Town & Country Village El Dorado development on El Dorado County's future. The thoughtful integration of various amenities and businesses with distinctive architecture will create a unique destination that appeals to residents and visitors alike.

Thank you for your time and consideration. I look forward to witnessing the positive transformation the Town & Country Village El Dorado development can bring to our community.

Sincerely,

Laurie Heyman
Philanthropy Development Director Snowline Hospice
530.306.2314

Laurie F. Heyman

Philanthropy Development Director

Mobile 530.306.2314 | Call us for Care 530.621.7820

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Call us for Care 530.621.7820
FAX a Referral 530.622.7032



To give a gift, visit www.snowlinehospice.org

From: lianna estes <ldyluk11@yahoo.com>
Sent: Thursday, August 17, 2023 2:44 PM
To: PL-Town and Country Village El Dorado
Subject: Bass Lake 60 acre project

You don't often get email from ldyluk11@yahoo.com. [Learn why this is important](#)

Hello ,

As a resident of El Dorado Hills since 2008 I have seen the development of properties along Bass Lake Road . I live off Bass Lake Road so I see the impact it has made . Increase of traffic , retail crime ,& crimes in general . I moved here to get away from the South Bay . Now I see my beautiful town become that concrete place of greed . There are a lot of things that will need to be done for this to be a safe place for new , old residents & visitors . The increase of homes and retail business have increased the number of crimes committed especially that close to a exit of the highways . There has been a increase of retail , home and car theft in crimes close to high way 50 . Is there a increase of the counties budget that will be there to allow more Law Enforcement , Fire department & EMT's to help with events at this new development as events will take place and new residents move in ?

What about the disturbance of the wild life ? They were here before any of us were . I am grateful that I have the greenbelt behind my home . I can see the deers roaming and living as they shall be. New development will take way a lot from our community. People move here to El Dorado hills to enjoy the beautiful undeveloped land and the wildlife that lives amount us . More people moving here will make an impact of their lives as well as those who spread live here .

Also !!

What about all the issues with water & electricity needed to run theses homes , restaurants & businesses . Do we actually have enough without restrictions already and power outages ? The state alone has issues to supply us with those things .

I hope that some of theses concerns have been thought about before those contracts are signed & checks are cashed . A lot has to be thought of to protect the CURRENT residents that live here NOW before more concrete is poured . People are moving out for this reason . Please keep EDH the way it is . It's bad enough trying to get parking at the new Safeway on Bass Lake .

Lianna Estes

From: Luke Stratigakes CA-Carmichael <luke.stratigakes@commonspirit.org>
Sent: Tuesday, August 8, 2023 7:26 AM
To: PL-Town and Country Village El Dorado
Subject: Town & country Village Project NOP Comment

You don't often get email from luke.stratigakes@commonspirit.org. [Learn why this is important](#)

Corrine or To whomever it may concern,

My wife and I chose to live in Cameron Park, Bar J ranch, not only because of close access to schools, but to the still "rural" feel that it held.

The housing developments, new business park, have all but taken that feel away. The new stop light already slows our work commutes, now with the increased construction people will be forced to go to Cambridge which will slow the commute even more.

You want to talk about "environmental impact" this area does not need another cheaply built center and more tract homes to attract tourists from the Bay Area just for a few extra tax dollars.

Please send me a list of people who voted to approve this project.

If there is a vote, please consider this my vote as no.

--

Luke Stratigakes
Safe Patient Handling and Mobility Coordinator, Mercy San Juan Hospital
Physical Therapist
luke.stratigakes@commonspirit.org

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From: Lynda D Seymour <lyndathenotary@gmail.com>
Sent: Thursday, August 17, 2023 7:24 AM
To: PL-Town and Country Village El Dorado
Subject: Town and Country El Dorado Project

You don't often get email from lyndathenotary@gmail.com. [Learn why this is important](#)

To Whom It May Concern,

I would like it noted that my family and I fully support the TnC Project in Cameron Park.

My family has lived in the area for 34 years. I am also a small business owner, so we most certainly have a vested interest in the area.

Mr. Mohanna and his development team have proven beyond a doubt their love and appreciation for this area. Their purposeful actions in the design along with their genuine concern and compassion regarding the impact this will have on the residence has true virtue.

We are very fortunate to have them as part of the strategic growth of this community.

Best regards,

Lynda D Seymour
Express Admin, LLC

Thank you for your business!

From: Lynda Seymour <mrsseymour@live.com>
Sent: Thursday, August 17, 2023 8:38 AM
To: PL-Town and Country Village El Dorado
Subject: Environmental Impact for Town and Country El Dorado

You don't often get email from mrsseymour@live.com. [Learn why this is important](#)

To Whom It May Concern,

I am a resident of Cameron Park and have recently been informed about the Town and Country El Dorado Development.

In looking at the planned project, I noticed that the bridge is part of the second phase. I realize this phase could take quite a bit of time to happen and believe the bridge should be part of the first phase.

The danger posed for bikes and pedestrians crossing Bass Lake Road is high. The traffic is concentrated, the road is curvy, and the area is congested. The bridge would serve the community well, especially in providing safety for the kids.

Please consider studying this as part of the first phase.

Thanks,
Lynda D Seymour

From: Meera Ram <meeraram@yahoo.com>
Sent: Wednesday, August 9, 2023 12:57 PM
To: PL-Town and Country Village El Dorado
Subject: Town and country village project

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Hello

I live at 6970 benevento drive, el dorado hills Lennar community. I could not attend your both meetings.

I saw your project and just wanted to find out if it will affect my views or if I will be affected in any way

Thanks

Meera Ramakrishnan

9162884518

[Sent from Yahoo Mail for iPhone](#)

From: MJ Ultra <mjleflar@gmail.com>
Sent: Thursday, August 17, 2023 4:18 PM
To: PL-Town and Country Village El Dorado
Subject: No to Town & Country Village El Dorado

You don't often get email from mjleflar@gmail.com. [Learn why this is important](#)

Hello,

I am writing in strong opposition to the Town & Country Village project for which the applicant is seeking approval.

This project is a monstrosity that will negatively impact all residents in the surrounding area while providing no measurable benefits to anyone other than the applicant and those seeking to develop the surrounding land.

There are numerous reasons why this project does not belong at the location at which they are attempting to build:

- Horrific traffic - Traffic will increase to unacceptable levels and create nightmare gridlock for local residents. What is the number of vehicles anticipated on thoroughfares in the immediate area?
- Traffic flow and circulation on Highway 50, Bass Lake Road and especially Country Club Drive will become radically more congested to the point where it will resemble nearby intersections with horrific traffic problems such as Highway 50 and Sunrise Avenue. Would *you* want that kind of misery in *your* neighborhood?
- Environment Impact - A separate Environmental IMPact report must be done for the phase of work north of Country Club Drive. I understand that the applicant is going to attempt to sneak that phase in with the existing Environmental Impact report. This should not be allowed because the use case and type of structures planned for that area are materially different that what is included currently.
- There is no need for workforce housing for a facility that is open very limited hours. Why is this part of the plan?
- Residential Cottages - Why are 56 "cottages" included in this project? This seems to be a ploy to integrate transients into the area which will be destructive to the fabric of the community given the close proximity to schools and churches. Also, there are no services nearby that are frequently required by transient populations making this area a very poor fit for that kind of population.
- Why is the conditional use permit allowing this property in a "non conforming way". There should be more structure around this to ensure that the surrounding community is not adversely affected.

I have many other concerns around water use, dust pollution during building, the fact that this project does not fit seamlessly into the area, etc. but above are my major concerns.

Please feel free to let me know any questions you may have. I can be reached at 650-270-7521 or mjleflar@gmail.com.

Thank you for listening.

Mike Leflar
Castana Drive
Cameron Park, CA

From: Peter Evenhuis <staywme@gmail.com>
Sent: Tuesday, August 15, 2023 11:40 AM
To: PL-Town and Country Village El Dorado
Subject: In favor

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While I have some minor operational questions about this project, in principle I am behind the developed as visioned by Mr Mohanna.

I suggest an early approval of his plans.

--

Peter Evenhuis

1167 Villagio Drive 3314 Treehaven Drive 3 Red Bishop

El Dorado Hills, CA 95762 Kudu Apartments and Rentals Hemel en Aarde Estate

916-693-6863 (Home) South Lake Tahoe, CA 96150 Mail Collection 129

650-255-6063 (Cell) 650-255-6063 (Cell) Hermanus, Cape 7200

South Africa

(27) 079-326-0715 (Cell)

From: [Corinne E. Resha](#)
To: [Nick Pappani](#); [Cindy Gnos](#)
Cc: [Bret E. Sampson](#)
Subject: Fw: Town and Country Village Project NOP Comment
Date: Thursday, July 27, 2023 3:39:35 PM

Corinne Resha
Senior Planner

County of El Dorado
Planning and Building Department
2850 Fairlane Court, Bldg C
Placerville, CA 95667
Main Line 530.621.5355
Direct 530.621.5305
corinne.resha@edcgov.us

From: Phil Alexander <philbeetle@yahoo.com>
Sent: Monday, July 24, 2023 9:22 AM
To: PL-Town and Country Village El Dorado <TownandCountryElDorado@edcgov.us>
Cc: Phil Alexander <philbeetle@yahoo.com>
Subject: Town and Country Village Project NOP Comment

Attn: Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Drear Planning Department:

As an El Dorado Hills (Serrano) resident, I appreciate the letter dated July 17 just received. I did not immediately see several issues in the EIR Environmental Scope section and wanted to raise them formally. If these issues are in the scope of review I would like to learn about it. I also plan to attend the August 8 meeting at EDH Fire Dept. My questions/areas are:

- US 50 access and egress onto Bass Lake Road
- Impact of hundreds of transient hotel and residential people
- Bass Lake Road Plan (one lane each way)
- Peak Traffic Study (Bass Lake Road leads to Green Valley, Folsom, I80)
- Bike/Pedestrian Access
- Impact of Park And Ride currently under construction
- Heavy equipment delays during construction
- Anticipated EDH resident tax impact

Many thanks in advance for your attention.

Phil Alexander
EDH Village J6
(650) 996-3898 mobile

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From: R W <rwahl23@yahoo.com>
Sent: Thursday, August 17, 2023 2:41 PM
To: PL-Town and Country Village El Dorado
Subject: Opposing Town and Country Development

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To Whom It May Concern,

I am writing to strongly oppose the town and country development located on Bass Lake Road. The best lake hills are a beautiful natural setting that attract many people to live in this community. These residents pay taxes, work for your local departments and coach your children's sports teams. These people call this area home.

Allowing a 300 room hotel with over 100 cottages to be developed in this area is not only an eyesore, but also a pollutant to noise and light in the area. The owners of this land recently put on an event at their other event, center across from Bass Lake. The noise pollution from that event could be heard a miles away in the neighboring houses and communities.

Don't sell out to another developer, even though they've owned the land for a long time, they've known what the end result was going to be by purchasing up these plots of land over the years. Keep El Dorado to the small semi rural community that everyone loves.

Thank you,

R. Wahl

From: [Corinne E. Resha](#)
To: [Nick Pappani](#); [Cindy Gnos](#)
Cc: [Bret E. Sampson](#)
Subject: Fw: Town & Country Village Project NOP Comment
Date: Thursday, July 27, 2023 3:43:04 PM

Corinne Resha
Senior Planner

County of El Dorado
Planning and Building Department
2850 Fairlane Court, Bldg C
Placerville, CA 95667
Main Line 530.621.5355
Direct 530.621.5305
corinne.resha@edcgov.us

From: Rex Price <rexprice@yahoo.com>
Sent: Wednesday, July 26, 2023 5:25 PM
To: PL-Town and Country Village El Dorado <TownandCountryElDorado@edcgov.us>
Subject: Town & Country Village Project NOP Comment

Is the project at Bass Lake Road going to be a casino? That seems like a huge hotel for my neighborhood and the 56 on site units for staff to live in seems unusual for a hotel. I am really concerned about this project.

Thank you,
Rex Price
4672 Castana Dr
Cameron Park, CA 95682

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From: Richard Holmes <rholmes001@aol.com>
Sent: Monday, August 14, 2023 2:06 PM
To: PL-Town and Country Village El Dorado
Subject: Town & Country Village Project NOP Comment

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Richard Holmes
3357 Chasen Drive
Cameron Park, CA 95682
rholmes001@aol.com

Dear Ms. Resha,

I wish to provide comment that I ask be incorporated into the environmental impact report for the proposed Town and Country Village project at the Bass Lake Road intersection with Highway 50.

This project is objectionable for the following reasons:

1. It is in a rural area, comprising mainly farmland. Multiple 5-story hotels in the middle of farmland??
2. It is not consistent with the overall character of El Dorado County, east of Silva Valley Road.
3. The current zoning does not support it.
4. El Dorado Hills and Folsom already have a strongly urban appearance. Do we want El Dorado county to look like just another urban cesspool? The rural character of the county is why people choose to come and/or visit in the first place.
5. Traffic is already quite bad on highway 50 during rush hour at that location.
6. In case of fire in the Bass Lake Road area, this development could be a hindrance to safe evacuation.

I would be grateful if you would confirm receipt of this comment, which is being sent on August 14, 2023.

Sincerely,
Richard B. Holmes
Cameron Park resident

From: JJ Loder <jj.l@descorbuilders.com>
Sent: Thursday, August 17, 2023 2:54 PM
To: PL-Town and Country Village El Dorado
Subject: Town & Country Village El Dorado Project - EIR Scope Comments & Considerations

You don't often get email from jj.l@descorbuilders.com. [Learn why this is important](#)

Corinne,

As a resident of El Dorado County for the past 6 years, I would like to submit the following mitigations measures and alternatives to be considered to be added to the inclusion of the EIR report as a part of the Town & Country Village El Dorado Project:

-To mitigate the waste of potable water by the inclusion of an Alternate Water System (gray water system) study. The City of Sacramento's Ordinance Number 2022-0031 is a fantastic start, however, the system should not just be the infrastructure for future use, but the full adoption of an AWS sized for both the Project Development Area and the Program Study Area.

-The inclusion of Stand by Power by the use of Diesel Fuel to be included added to the Air Quality Report. This alternate means of temporary power study is typically sought out later in the design as an amendment, however, it eases the process if it is considered within the EIR. Newer hotels generally have standby power as an amenity for their guest.

-The hotel unit count could be too small, and a recommended study of the surrounding existing hotels, hotels under construction, and proposed, should be taken to provide the right sizing for allowable hotel room count. I am chiefly aware of the unit count within a 20-mile radius and a study should be completed to seek alternative sizing.

-Wild Fire Mitigation as it relates to allowable building materials, site fire suppression, and landscape maintenance standards as the proposed location is with a Moderate fire hazard area and borders a High fire hazard area according to Cal Fire.

-Update of Figure 3 to a line with the Cottages' location does not appear to allow tuck-under garages. This should be updated and included within the Project Development Area and the Program Study Area as this may affect the minimum parking stall count as well as the traffic study if it is not incorporated. This is to mitigate non-event street parking, which will likely meet heavy opposition by residents and bicycle riders.

-Figure 3 identifies two (2) Clubhouses and Pools near the cottages. These structures need to be identified and held accountable by the same standards as depicted in the Project Description if they are to be included.

-The Aesthetic scope for both the Project Development Area and the Program Study Area has been proposed to have a “striking resemblance to The Ahwahnee Hotel at Yosemite” by supported renderings not found in the supporting Figures 1-6 within the Draft EIR. As this is a defining feature of the project, this needs to be a part of the environmental study for the influence of all structures new, proposed, and future as well as the landscape. A study needs to be conducted to see if this architectural style is acceptable to residences or if alternative designs should be considered. The findings will need to be incorporated within the Aesthetic scope.

-The list of all allowable Use Types Program Study Area has “other allowable by the Zoning district.” listed. This list should be well-defined by the EIR.

Thank you for providing an avenue for scope comments and considerations. If clarification is required, please let me know.

Best Regards,

Ron "JJ" Loder

jj.l@descorbuilders.com

C: 916 417 5769 O: 916 463 0191



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www.descorbuilders.com

Click [HERE](#) to find out more about our **12th Annual Oktoberfest** on 10/6!

From: Sabrene Neider <hughessabrene@yahoo.com>
Sent: Sunday, August 13, 2023 11:32 AM
To: PL-Town and Country Village El Dorado
Subject: Bass Lake Project

[You don't often get email from hughessabrene@yahoo.com. Learn why this is important at [My name is Sabrene Neider. I have been a resident off of bass lake since 2008. We've seen a lot of building recently and have experienced a massive rise in people moving to our area. We do not have the resources to house anymore building. Where is the water and electricity coming from? California can barely keep on what they already have. We are put on water restrictions every year, I don't see it helping by adding more load to our already strained water resources. This affects so many peoples daily lives and I will never be on board for this amount of building. It is stealing the beauty in this area, which is why people live here. You will lose residents. Are there plans to build another school as well? With families mostly coming, our local schools already have packed classrooms and not enough employees. I know first hand as I worked at a school in the area, they've already had a massive influx of new students. Maybe rather than focus on profit, you could think about the impact on the locals and how it affects our day to day life. I for one will be moving away from this area as it continues to build with no regard for the people who live here. Do better. Thank you for taking the time to read this email.](https://urldefense.proofpoint.com/v2/url?u=https-3A__aka.ms_LearnAboutSenderIdentification&d=DwIGaQ&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_Cdp gnVfiiMM&r=c0d3CmUDYH46pFnI0eukgizoy8XR7i1l_8YK320hnX8&m=d_4yVm9IomdnVBr8IzQMxlpz3J5IXMA8u-ErP5HZI2XAJF9R0wn-dF3hsXmQ2Xk&s=g8ZhQTJoEMQm9H0thCS6CxeVnpCdsBfslaPnh0yeR4M&e=]</p></div><div data-bbox=)

From: Salina (Western Management) <salina@westernmanagementcompany.com>
Sent: Thursday, August 10, 2023 9:13 AM
To: PL-Town and Country Village El Dorado
Subject: Town and Country Village El Dorado

[You don't often get email from salina@westernmanagementcompany.com. Learn why this is important at https://urldefense.proofpoint.com/v2/url?u=https-3A__aka.ms_LearnAboutSenderIdentification&d=DwIGaQ&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=c0d3CmUDYH46pFnI0eukgizoy8XR7i1l_8YK320hnX8&m=d_4yVm9IomdnVBr8IzQMxlpz3J5IXMA8u-_ErP5HZI2XAJF9R0wn-dF3hsXmQ2Xk&s=g8ZhQTJoEMQm9H0thCS6CxeVnpCdsBfslaPnh0yeR4M&e=]

Hello,

We understand that Corinne Resha is no longer with the County. We want to make sure that this is the correct email to send comments on the Town and Country Village El Dorado and also please let us know when the deadline for comments is.

Thank you,
Salina
Western Management

From: Salina (Western Management) <salina@westernmanagementcompany.com>
Sent: Friday, August 11, 2023 9:23 AM
To: PL-Town and Country Village El Dorado
Subject: Fwd: Town and Country Village El Dorado

You don't often get email from salina@westernmanagementcompany.com. [Learn why this is important](#)

We are following up on the message we sent yesterday. Please let us know if this is the correct email for comments on the Town & Country El Dorado development.

Thank you!

----- Forwarded Message -----

Subject:Town and Country Village El Dorado
Date:Thu, 10 Aug 2023 09:12:38 -0700
From:Salina (Western Management) <salina@westernmanagementcompany.com>
To:TownAndCountryElDorado@edcgov.us

Hello,

We understand that Corinne Resha is no longer with the County. We want to make sure that this is the correct email to send comments on the Town and Country Village El Dorado and also please let us know when the deadline for comments is.

Thank you,
Salina
Western Management

From: Sanford Ogden III <sanfordogden3@gmail.com>
Sent: Sunday, August 13, 2023 1:06 AM
To: PL-Town and Country Village El Dorado
Subject: NO To Town and Country Development

You don't often get email from sanfordogden3@gmail.com. [Learn why this is important](#)

The proposed Town and Country development does not fill any needs the region has, it does not fit in with our way of life, and it would negatively impact our valuable water, open space and roadways. Please say NO to any development of that property.

As 20+ year residents of EDH and lifetime Sacto area residents, we count on you to uphold our way of life. Please.

From: Scot Bernstein <swampadero@sbernsteinlaw.com>
Sent: Thursday, August 17, 2023 4:56 PM
To: PL-Town and Country Village El Dorado
Cc: swampadero@sbernsteinlaw.com
Subject: Town & Country Village Project NOP Comment

You don't often get email from swampadero@sbernsteinlaw.com. [Learn why this is important](#)

LAW OFFICES OF
SCOT D. BERNSTEIN
A PROFESSIONAL CORPORATION
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SUITE 100
FOLSOM, CALIFORNIA 95630

TELEPHONE (916) 447-0100
FACSIMILE (916) 933-5533

www.sbernsteinlaw.com

August 17, 2023

Bret Sampson
Planning Manager
County of El Dorado
Planning and Building Department
Planning Division
2850 Fairlane Court
Placerville, California 95667

Re: Town & Country Village El Dorado Project Applications
General Plan Amendment (GPA22-0003)
Specific Plan Revision (SP-R21-0002)
Planned Development Permit (PD21-0005)
Rezone (Z21-0013)
Tentative Map (TM22-0005)
Conditional Use Permit (CUP23-0008)

Dear Mr. Sampson:

My residence address is 3322 Diablo Trail, El Dorado Hills, California. I am writing to give you my thoughts as a follow-up to the recent public scoping meeting. I believe that the following issues regarding the proposed project should be included in the draft and final environmental impact report ("EIR").

Among or in addition to the subjects that already will be addressed in the EIR, the environmental factors discussed below would be potentially affected by the proposed project and should be included and addressed in the EIR.

Overview: This large project represents a dramatic change from the low-density residential use that was anticipated and relied upon by people who built on and/or bought residences on inherently quiet, natural, ten-acre parcels.

Aesthetics

The area in question has been a semi-rural setting for many years. People have bought properties and built homes based on and in reliance on zoning that would preserve the rural character of the area – the abundant plant and animal life, the relative quiet, the stars shining brightly in a dark night sky.

The EIR should address the impacts that the proposed project will have on all aspects of the rural character of the area, including but not limited to those discussed above. A decision to live out on rural or semi-rural acreage is not one that is taken lightly. Proposed actions that would make major alterations in the rural character that drew people to the area deserve careful study.

Air Quality

On a per-acre basis, it seems that a proposed development that includes two sizeable hotels, a museum and a concert venue will generate a lot more motor vehicle traffic than would be generated by a small number of residences. The impacts on air quality that will be brought about by a large increase in vehicle traffic should be included in the study. Other sources of potential air quality impacts, such as large-scale cooking for food service and the use of solvents and other chemicals for cleaning on a commercial scale, should be studied as well.

On-site development of employee housing has been suggested. In theory, that could eliminate at least some driving and might reduce air quality concerns in that limited context. But what assurance is there that those proposed employee residences will be built and maintained as employee residences rather than being developed as additional cottages to be hired out to paying hotel guests? Will the permission to build those cottages be deed restricted so that they cannot be converted into high-end hotel suites or otherwise hired out to paying guests?

Biological Resources

The potential impacts of the increased density of development and the increased human and vehicular activity on biological resources should be studied.

Greenhouse Gas

The greenhouse gas emissions that will result from increased motor vehicle traffic – both for travel

Emissions

on the premises and for travel to and from the premises - should be studied as well. This applies not just to hotel uses but to concerts, the proposed museum, and other public events as well.

**Hazards &
Hazardous**

Hazards and hazardous materials warrant very careful study. Residents and others familiar with this area will recall the concerns about asbestos along Silva Valley Road.

**Materials
development**

If there is any risk whatsoever that asbestos could be disturbed or released as a result of the development or post-development proposed use of the project, that should be studied in depth.

**Hydrology/
water,
Water Quality**

Water is a concern that should be studied. Even if the project looks like it will receive EID the report should study what would happen in a drought or other situation in which water was scarce. What would be the proposed development's water source if it could not get EID water? Would it draw water for commercial-scale use from already-existing or potential future wells on the project's property? Would it seek to buy water from owners of neighboring parcels?

And under those circumstances, what would the impact of that commercial-scale increased drawing of water from the aquifer be on other property owners in the area who rely solely on their wells for their water and are drawing from the same aquifer?

With regard to ground-water quality, what will be the consequences of waste handling and disposal by the proposed development when two hotels, restaurants and a concert venue are in full operation?

**Noise
by the**

The potential for increased noise levels should be studied. What sound levels will be generated proposed operation and use of the property for two hotels, a museum and a concert venue as compared with the 10-acre residential use contemplated by the current zoning?

**Transportation/
Traffic**

The traffic study should look at what will happen when the full project is built out at the point of completion and should compare that with the traffic levels that would be expected with the current zoning.

**Utilities / Service
existing
Service Systems**

If EID rations water, will the new development rely on its wells to the detriment of other properties in the area that are wholly dependent on their wells? Water is a concern that must be studied. Even if the project looks like the development will receive EID water, the report should study what would happen in a drought or other situation in which water was scarce. That should be studied in the context of California’s long history of droughts.

What would be the proposed development’s water source if it could not get EID water or if its access to EID water were rationed or reduced substantially? Would it draw water for commercial-scale use from already-existing or potential future wells on the project’s property? Would it seek to buy water from owners of neighboring parcels? And what would be the impact of that on other water users in the area?

Very truly yours,

Scot Bernstein

SDB:msw

Scot Bernstein
Law Offices of Scot D. Bernstein,
A Professional Corporation
101 Parkshore Drive
Suite 100
Folsom, California 95630

Telephone: 916-447-0100
Fax: 916-933-5533

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From: Stacie Sherman <sas8721@hotmail.com>
Sent: Tuesday, August 15, 2023 4:39 PM
To: PL-Town and Country Village El Dorado
Subject: 60 Bass Lake Hills Project

You don't often get email from sas8721@hotmail.com. [Learn why this is important](#)

I saw this article https://www.mtdemocrat.com/news/60-acre-bass-lake-hills-project-going-into-eir-phase/article_fa633792-37ce-11ee-a8ad-c3fa2534bf3b.html?utm_medium=social&utm_source=facebook&utm_campaign=user-share&fbclid=IwAR2TSERkS5w0CKJNtsLwEXpSS4KPx_GoTindDNalid-y8qvDVLeujvXpqOA

About the Bass Lake Hills project that is proposed.

We don't have the water. We already have too much traffic and road congestion.

The only one that want this project are the developers and the public officials that serve the developer and not the residents of the region.

I'm completely against this project.

Sincerely,

Stacie Sherman
Sent from [Mail](#) for Windows

**TOWN & COUNTRY VILLAGE EL DORADO PROJECT
NOTICE OF PREPARATION (NOP) SCOPING MEETING**

COMMENT FORM

To document the author of comments received, please provide the following information. Thank you.

Name: Stanley Price
Address: 3672 Millbore Rd Cameron Park
Organization (if applicable): Utilitarian Cyclists

Please provide us with your written comments on the scope of the EIR by **5:00 PM, August 17, 2023.**

The original road surface of ~~a~~ the Old Lincoln Highway, also referred to as Old Bass Lake Road, and Tong Road, is historic.

A reenactment of the Army Caravan crossing the country with motor vehicles, did not encounter the original cement concrete road surface until they reached this location in El Dorado County, California.

This is historical transportation and circulation, as well as historical value ~~of~~ as the white men ^{traveled} into the native lands.

Send comments to:

Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
TownAndCountryElDorado@edcgov.us

From: Stanley Price <2stanleyprice@gmail.com>
Sent: Thursday, August 17, 2023 9:54 AM
To: PL-Town and Country Village El Dorado
Subject: Comments on N.O.P. for Town & Country Village El Dorado Project

You don't often get email from 2stanleyprice@gmail.com. [Learn why this is important](#)

Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Consider the great attraction that the original pavement of the historic Lincoln Highway offers as an asset to El Dorado County. Not only is it an active transportation route and a slow street, it is a unique tourist attraction,

In the study, the sewer main line appears to follow the route of the Lincoln Highway (also called Old Bass Lake Road, and Tong Road). I do not believe a sewer line can be installed at that location without destroying the value of the beautiful historic road. The existence of the future road in that location in the existing Bass Lake plan is arbitrary and negligent.

--

Stanley Price
3672 Millbrae Road
Cameron Park, CA 95682

**TOWN & COUNTRY VILLAGE EL DORADO PROJECT
NOTICE OF PREPARATION (NOP) SCOPING MEETING**

COMMENT FORM

To document the author of comments received, please provide the following information. Thank you.

Name: Stanley Price

Address: 3672 Millbrae Rd Cameron Park

Organization (if applicable): Utilitarian Cyclists

Please provide us with your written comments on the scope of the EIR by **5:00 PM, August 17, 2023.**

Parking to include spaces suitable for RVs
and other large vehicles

Every Class I Bike Path should conform
to the State standards of California's Highway Design
Manual. The bicycle way should be 12' wide
with adequate walking space on each side.
(Not like what El Dorado County has built with
the El Dorado Trail.) Do not build to the mere
minimums. in the best state design.

Send comments to:

**Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
TownAndCountryElDorado@edcgov.us**

From: Stephen Ferry <stephen.ferry@icloud.com>
Sent: Friday, August 11, 2023 3:00 PM
To: PL-Town and Country Village El Dorado
Subject: Town & Country Village of El Dorado Hills

You don't often get email from stephen.ferry@icloud.com. [Learn why this is important](#)

Gentlepersons,

I would like to weigh in on the approval of the above mentioned development. I would like you to think of what else could be on that corner that would be acceptable to the citizens of El Dorado Hills. Would it be a Motel 6 with an AM-PM Gas Station and Quik Mart? Maybe add a Quality Inn and a Chevron Station with a Colonel Sanders KFC. I don't think so!

I want you to think of Town Center in El Dorado Hills. Along came the proposal to build 413 units of apartments and it was bantered back and forth but then it was approved and now I look at it and it created a real sense of community. I took my family down to the Yoga Berry Yogurt Shop the other night and the fountains were flowing and we sat out and talked for an hour just enjoying the atmosphere. It was great.

Now we have an opportunity to have another center that will be beautiful and add to the ambience of living in El Dorado Hills. I can imagine having family celebrate momentous occasions such as wedding receptions, government planning receptions, sports receptions and more. As you know you only get one chance to make a great first impression and pulling off of Highway 50 to an Ahwahnee look alike hotel and center will be breath taking.

I am certain that Mo Mohanna and his staff will bring a great vision to life and benefit El Dorado Hills in many ways. I ask you to approve the application for the Town & Country Village of El Dorado Hills.

Thank you

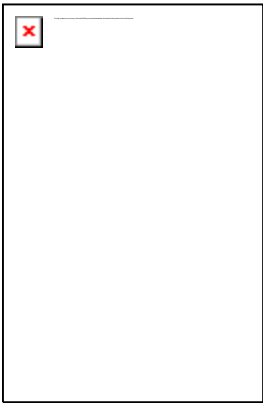
Steve Ferry
steve@stevferry.com
916-468-3300

From: Vijay Kumar <vijay.kumar5045@gmail.com>
Sent: Wednesday, August 16, 2023 9:51 PM
To: PL-Town and Country Village El Dorado

You don't often get email from vijay.kumar5045@gmail.com. [Learn why this is important](#)

--
Regards,

Vijay Kumar
Broker
V.K Global Realty
Phone: 916 796 5759



From: [Corinne E. Resha](#)
To: [Nick Pappani](#); [Cindy Gnos](#)
Cc: [Bret E. Sampson](#)
Subject: Fw: Town and Country Village Project NOP Comment.
Date: Thursday, July 27, 2023 3:42:18 PM

Corinne Resha
Senior Planner

County of El Dorado
Planning and Building Department
2850 Fairlane Court, Bldg C
Placerville, CA 95667
Main Line 530.621.5355
Direct 530.621.5305
corinne.resha@edcgov.us

From: B <bill7041@gmail.com>
Sent: Tuesday, July 25, 2023 12:53 PM
To: PL-Town and Country Village El Dorado <TownandCountryElDorado@edcgov.us>
Cc: BOS-District I <bosone@edcgov.us>
Subject: Town and Country Village Project NOP Comment.

Corinne Resha, Senior Planner
County of El Dorado Planning and Building Department

Dear Corinne,

Argument Against The Town & Country Village El Dorado Project

The Town & Country Village El Dorado Project, which plans to incorporate two 150-room hotels (300 Units), 112 residential cottages, retail establishments, restaurants, an event center/museum, and parking lots, raises numerous critical concerns that demand our immediate attention. A thorough evaluation of the proposal reveals a profound lack of alignment with the community's interests and California's pressing housing needs.

Inescapable Traffic Catastrophe

The proposed project's proximity to Highway 50, shared access points at Bass Lake Road, Country Club Dr. and plans for hosting large-scale events will result in an unprecedented traffic onslaught. In combination with the impending development of the Proposed Village of Marble Valley Specific Plan, our existing infrastructure, already strained, is set to face a catastrophic congestion situation based upon the already strained single lane roads including the ingress and egress of Hwy 50. This isn't just an issue of inconvenience; it presents a significant risk to public safety,

complicating emergency evacuation efforts, potentially prolonging emergency response times, and increasing risks posed by impaired drivers. The potential for a substantial increase in alcohol-related traffic incidents poses a direct threat to residents. This project will disrupt the commute of those frequenting places like the homes in Serrano, and Safeway, as well as those relying on Green Valley Road for transit to Hwy 50. This situation contradicts principles of good governance, specifically effectiveness, efficiency, and the rule of law, as it threatens the welfare of our residents and undermines our ability to maintain orderly and safe roadways.

Unwanted Disruption of Local Character

The project, with its stark commercial undertone and hotels, threatens to shatter the tranquility of our predominantly rural and residential region. The anticipated increase in noise, light pollution, and could drastically diminish residents' quality of life, thus undermining the pursuit of healthy communities. This project if allowed will be functionally obsolete in the near future and will become a blight on the community.

Irresponsible Location and Zoning Changes

The proposed project aims to impose community region boundaries and zoning changes. This move threatens long-term land use planning, disregards the interests of current residents, and could potentially strain our infrastructure, contradicting our objectives of infrastructure preservation. These changes seem to serve the interests of developers rather than prioritizing the preservation and current zoning needs of our communities.

Ignoring State Housing Crisis

Despite California's severe housing shortage, the project overlooks the pressing need for residential housing, instead prioritizing commercial development, including hotels. This lack of focus on residential development is inconsistent with our pursuit of healthy communities and equitable allocation of resources.

Effect on Property Values:

The disruption of local character and the projected rise in noise, traffic, and other disturbances could lead to a potential decrease in property values in the surrounding areas, adversely affecting homeowners and real estate investors in the region. Also, Hotels increase crimes such as theft, assault, car break ins, and more serious crimes, adding to the already strain on local EMT's, emergency services and Sheriff departments.

Economic Impact on Local Businesses:

The introduction of new commercial establishments may pose undue competition for existing local businesses, threatening their survival and undermining the local economy. There is already a high vacancy for retail and hotels and this project will

undermine current establishments.

Limited Local Advantage

The proposed hotels and commercial units offer minimal direct advantages to local residents. A shift towards residential development could enhance socio-economic balance and align more closely with state housing objectives and be in alignment with the current zoning.

Unwavering Local Opposition

Clear, widespread disapproval of the project exists among local residents from communities, including Cameron Park, Base Lake and Serrano. Concerns revolve around potential traffic chaos, environmental damage, and an unwanted transformation of the local character. This opposition underscores the community's commitment to preserving their quality of life and reflects their lack of engagement in the decision-making process, which runs counter to the principles of good governance.

Conclusion

In light of these arguments, the current form of the Town & Country Village El Dorado Project is untenable and should be denied. It's critical for decision-makers to prioritize projects that align closely with community needs, state housing priorities, local infrastructure capacity, environmental preservation, and long-term land use planning. This approach not only addresses traffic and preservation of local character but also emphasizes residential development. Prioritizing good governance, building healthy communities, preserving our infrastructure, and ensuring public safety are all necessary for the sustainable development and well-being of El Dorado County.

Thank you for the consideration,

William Kraft
205 Cradle Mountain Ct
El Dorado Hills, CA 96762
530-306-2076

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Town and Country Village Project NOP Scoping Meeting Public Comments Summary

Date: August 8, 2023

Time: 6:00 PM

Location: El Dorado Hills Fire Department Community Room
1050 Wilson Boulevard
El Dorado Hills, CA 95762

I. Public Comments (arranged in order of “appearance” of commenter):

Commenter 1 (0:00:08): Donn Neher – El Dorado Hills Resident

- The commenter expresses a negative desire for El Dorado Hills and the scenic views along the road to change, and does not want the proposed project to be developed.
- The commenter has concerns about the heritage and history of the area being overwritten.
- The commenter wants tourism of the area to be promoted.

Commenter 2 (0:03:23): Ken Greenwood – Retired Land Use Planner for El Dorado County

- The commenter has concerns that the Bass Lake Hills Land Use Plan is not shown, and therefore the proposed project is not considering what the development would change (i.e. eliminating any existing community separation between El Dorado Hills and Cameron Park).
- The commenter has concerns about the best location for the proposed project, and emphasizes the need for analyzing alternative locations.

Commenter 3 (0:08:05): Daniel Mueller – Commercial Real Estate Broker

- The commenter expresses support for the proposed project and its positive effects on commercial retail businesses, the local economy, and potential highlighting of the local history.

Commenter 4 (0:11:59): Scott Green – El Dorado Hills Resident

- The commenter has concerns about the proposed changes to the General Plan, and how it may not serve the people according to the purposes of the General Plan.
- The commenter asserts that the area does not have the water supply to adequately service the proposed project and any associated population increase.
- The commenter expresses disbelief that the proposed project would generate enough revenue to turn a quick enough profit for the community, given the cost of construction.

Commenter 5 (0:16:13): Hooshang Mehrshahi – El Dorado Hills Resident

- The commenter expresses support for the project, but has concerns related to project planning and how traffic could increase on Bass Lake Road due to preserving scenic views.
- The commenter has concerns about the effects on population density because of conflicts between the Bass Lake Specific Plan and the General Plan.

Commenter 6 (0:21:29): Mary Burnham – Resident Living on Old Bass Lake Road

- The commenter expresses support for the hotel that would be built as part of the proposed project but has concerns over preserving the section of Lincoln Highway.
- The commenter has concerns over potential environmental impacts from the proposed sewer line on a creek (referred to as “Screech Owl Creek”) located on her property and on oak and buckeye trees.

Commenter 7 (0:25:43): Jan Taylor – Property Owner Within the Bass Lake Hills Specific Plan

- The commenter supports the proposed project, especially the proposed bicycle trails and pedestrian facilities.

Commenter 8 (0:30:31): Mattias Bergman – Resident

- The commenter characterizes the proposed hotel as a distraction, and has concerns about the proposed 702 units added to the proposed project.

Commenter 9 (0:32:58): Lynda Seymour – Member of the Lincoln Highway Association

- The commenter expresses support for the proposed project based on the compassion of the development team.

Commenter 10 (0:34:41): John Albano – Resident

- The commenter views the proposed project as a positive development for the community, given its potential to encourage businesses and services to settle in the area.
- The commenter expresses agreement with the previously voiced concerns about traffic, but sees the proposed project as a net positive for the community.

Commenter 11 (0:37:11): Ana Azarkeyvan – Landowner Adjacent to the Proposed Project

- The commenter sees change and development as an inevitability, and sees the proposed project as a tasteful alternative to a different, hypothetical project developed by an uncaring applicant (in contrast to the thoughtful developer of the proposed project).
- The commenter addresses previous worries about additional units, and argues that those 700 units would only be developed in response to reasonable demand.

Commenter 12 (0:41:46): Enrique and Reyna Rodriguez – Residents Adjacent to Proposed Sewer Line, Director of Sales for Holiday Inn Express (El Dorado Hills Location)

- The commenters see a need for tourism promotion, commercial shopping options, and more hospitality services in the area.
- The commenter views the proposed project as an additional beautification improvement to the community.

Commenter 13 (0:46:36): Dena Nkadi – Resident

- The commenter similarly expresses the inevitability of growth and change in the community, and is therefore in support of the proposed project despite some concerns.
- The commenter predicts potential for Country Club Drive to be widened, and the associated effects on bicycle lanes and road connections to her street.
- The commenter expresses a desire for the water supply for the proposed project to come from an on-site well in order to preserve an undeveloped area for public access.

Town and Country Village Project NOP Scoping Meeting Public Comments Summary

Date: August 9, 2023

Time: 11:00 AM

Location: Online through Zoom

I. Public Comments (arranged in order of “appearance” of commenter):

Commenter 1 (02:21): Chris Metzen – Carmichael Resident with Family in El Dorado Hills

- The commenter has concerns about the potential for asbestos in the soil, and desires the soil be tested prior to any ground-disturbing activities. Furthermore, the commenter would want the results and any potential hazards to residents nearby to be made available to the public.

Commenter 2 (03:45): Tita Bladen – Member of the Commission for Aging for El Dorado County

- The commenter has confusion on the two-story units referred to as “cottages,” and their accessibility for those who have disabilities or are seniors due to their two-story nature.

Commenter 3 (05:29): John [unintelligible]

- The commenter highlights the lack of evaluation for the energy demands of the proposed project.
- The commenter has concerns about the water district’s capacity to serve the proposed project, especially given the current water restrictions, and the water district’s ability to meet future increased demands on top of current demands.

Commenter 4 (07:29): Nicky Smith

- The commenter has concerns about the traffic congestion on Bass Lake Road, the noise impacts on the road, and the lack of suitable light on the road, all of which could be significantly negatively affected due to development of the proposed project.

Town and Country Village - Project Development Area Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Town and Country Village - Project Development Area
Construction Start Date	4/1/2025
Operational Year	2027
Lead Agency	El Dorado County
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	10.4
Location	38.65806475379412, -121.0289202355399
County	El Dorado-Mountain County
City	Unincorporated
Air District	El Dorado County AQMD
Air Basin	Mountain Counties
TAZ	413
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Single Family Housing	56.0	Dwelling Unit	3.95	31,360	41,955	—	142	—
Hotel	356	Room	13.8	212,360	146,045	—	—	—
Parking Lot	466	Space	4.50	0.00	0.00	—	—	—
Other Asphalt Surfaces	3.70	Acre	3.70	0.00	0.00	—	—	—
Road Widening	0.30	Mile	1.50	0.00	—	—	—	—
Bridge/Overpass Construction	0.03	Mile	0.03	0.00	—	—	—	—
User Defined Linear	3.25	Mile	1.58	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-10-A	Establish Onsite Renewable Energy Systems: Generic
Water	W-7	Adopt a Water Conservation Strategy

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.75	24.6	79.2	80.6	0.18	3.22	25.5	28.7	2.96	11.0	13.9	—	19,814	19,814	0.66	0.82	9.96	20,085

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.90	24.5	29.8	29.3	0.06	1.23	9.41	10.6	1.14	3.70	4.84	—	6,801	6,801	0.27	0.27	0.21	6,826
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.38	9.22	18.4	18.4	0.04	0.77	6.99	7.76	0.71	3.08	3.79	—	4,022	4,022	0.16	0.11	1.39	4,043
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.43	1.68	3.36	3.35	0.01	0.14	1.28	1.42	0.13	0.56	0.69	—	666	666	0.03	0.02	0.23	669

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	9.75	8.21	79.2	80.6	0.18	3.22	25.5	28.7	2.96	11.0	13.9	—	19,814	19,814	0.66	0.82	9.96	20,085
2026	2.12	24.6	12.9	22.1	0.03	0.41	1.63	2.04	0.38	0.39	0.77	—	5,241	5,241	0.13	0.27	8.04	5,332
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.90	3.28	29.8	29.3	0.06	1.23	9.41	10.6	1.14	3.70	4.84	—	6,801	6,801	0.27	0.06	0.02	6,826
2026	3.71	24.5	27.3	28.5	0.06	1.12	9.41	10.5	1.03	3.70	4.73	—	6,797	6,797	0.27	0.27	0.21	6,822
2027	1.94	24.5	12.5	20.1	0.03	0.36	1.63	2.00	0.34	0.39	0.73	—	5,051	5,051	0.14	0.26	0.19	5,132
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.38	2.00	18.4	18.4	0.04	0.77	6.99	7.76	0.71	3.08	3.79	—	4,022	4,022	0.16	0.06	0.34	4,043
2026	1.43	9.22	9.73	13.4	0.02	0.36	1.76	2.12	0.33	0.60	0.92	—	3,092	3,092	0.10	0.11	1.39	3,129
2027	0.13	2.16	0.80	1.32	< 0.005	0.02	0.11	0.13	0.02	0.03	0.05	—	328	328	0.01	0.02	0.21	333

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.43	0.37	3.36	3.35	0.01	0.14	1.28	1.42	0.13	0.56	0.69	—	666	666	0.03	0.01	0.06	669
2026	0.26	1.68	1.78	2.45	< 0.005	0.07	0.32	0.39	0.06	0.11	0.17	—	512	512	0.02	0.02	0.23	518
2027	0.02	0.39	0.15	0.24	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	54.2	54.2	< 0.005	< 0.005	0.03	55.1

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	9.75	8.21	79.2	80.6	0.18	3.22	25.5	28.7	2.96	11.0	13.9	—	19,814	19,814	0.66	0.82	9.96	20,085
2026	2.12	24.6	12.9	22.1	0.03	0.41	1.63	2.04	0.38	0.39	0.77	—	5,241	5,241	0.13	0.27	8.04	5,332
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.90	3.28	29.8	29.3	0.06	1.23	9.41	10.6	1.14	3.70	4.84	—	6,801	6,801	0.27	0.06	0.02	6,826
2026	3.71	24.5	27.3	28.5	0.06	1.12	9.41	10.5	1.03	3.70	4.73	—	6,797	6,797	0.27	0.27	0.21	6,822
2027	1.94	24.5	12.5	20.1	0.03	0.36	1.63	2.00	0.34	0.39	0.73	—	5,051	5,051	0.14	0.26	0.19	5,132
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.38	2.00	18.4	18.4	0.04	0.77	6.99	7.76	0.71	3.08	3.79	—	4,022	4,022	0.16	0.06	0.34	4,043
2026	1.43	9.22	9.73	13.4	0.02	0.36	1.76	2.12	0.33	0.60	0.92	—	3,092	3,092	0.10	0.11	1.39	3,129
2027	0.13	2.16	0.80	1.32	< 0.005	0.02	0.11	0.13	0.02	0.03	0.05	—	328	328	0.01	0.02	0.21	333
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.43	0.37	3.36	3.35	0.01	0.14	1.28	1.42	0.13	0.56	0.69	—	666	666	0.03	0.01	0.06	669
2026	0.26	1.68	1.78	2.45	< 0.005	0.07	0.32	0.39	0.06	0.11	0.17	—	512	512	0.02	0.02	0.23	518
2027	0.02	0.39	0.15	0.24	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	54.2	54.2	< 0.005	< 0.005	0.03	55.1

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.4	18.0	8.48	49.8	0.08	0.41	4.63	5.03	0.40	1.18	1.57	143	12,133	12,275	15.2	0.43	351	13,134
Mit.	12.4	17.9	8.29	49.7	0.08	0.39	4.63	5.02	0.38	1.18	1.56	136	11,662	11,798	14.5	0.41	351	12,633
% Reduced	< 0.5%	< 0.5%	2%	< 0.5%	1%	4%	—	< 0.5%	4%	—	1%	4%	4%	4%	5%	5%	—	4%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.36	15.0	9.05	39.5	0.08	0.39	4.63	5.01	0.38	1.18	1.56	143	11,696	11,839	15.3	0.47	333	12,693
Mit.	9.34	14.9	8.86	39.4	0.08	0.37	4.63	5.00	0.37	1.18	1.55	136	11,225	11,361	14.6	0.45	333	12,192
% Reduced	< 0.5%	< 0.5%	2%	< 0.5%	1%	4%	—	< 0.5%	4%	—	1%	4%	4%	4%	5%	4%	—	4%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.2	15.9	7.43	42.7	0.07	0.28	4.60	4.87	0.27	1.17	1.44	143	9,964	10,107	15.2	0.45	340	10,961
Mit.	10.2	15.8	7.23	42.6	0.07	0.26	4.60	4.86	0.26	1.17	1.43	136	9,493	9,629	14.5	0.43	340	10,460
% Reduced	< 0.5%	< 0.5%	3%	< 0.5%	2%	5%	—	< 0.5%	5%	—	1%	4%	5%	5%	5%	5%	—	5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.87	2.89	1.36	7.80	0.01	0.05	0.84	0.89	0.05	0.21	0.26	23.6	1,650	1,673	2.52	0.07	56.3	1,815
Mit.	1.86	2.89	1.32	7.77	0.01	0.05	0.84	0.89	0.05	0.21	0.26	22.6	1,572	1,594	2.41	0.07	56.3	1,732
% Reduced	< 0.5%	< 0.5%	3%	< 0.5%	2%	5%	—	< 0.5%	5%	—	1%	4%	5%	5%	5%	5%	—	5%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	10.0	9.69	4.28	34.9	0.06	0.07	4.63	4.69	0.06	1.18	1.24	—	5,920	5,920	0.43	0.35	18.6	6,053
Area	2.16	8.15	1.97	13.2	0.01	0.17	—	0.17	0.16	—	0.16	0.00	2,405	2,405	0.05	< 0.005	—	2,407
Energy	0.25	0.12	2.23	1.71	0.01	0.17	—	0.17	0.17	—	0.17	—	3,787	3,787	0.42	0.03	—	3,805
Water	—	—	—	—	—	—	—	—	—	—	—	20.7	20.8	41.6	2.13	0.05	—	110
Waste	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	12.4	18.0	8.48	49.8	0.08	0.41	4.63	5.03	0.40	1.18	1.57	143	12,133	12,275	15.2	0.43	351	13,134
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.90	8.48	4.96	37.0	0.05	0.07	4.63	4.69	0.06	1.18	1.24	—	5,530	5,530	0.54	0.38	0.48	5,658
Area	0.22	6.35	1.86	0.79	0.01	0.15	—	0.15	0.15	—	0.15	0.00	2,358	2,358	0.04	< 0.005	—	2,361
Energy	0.25	0.12	2.23	1.71	0.01	0.17	—	0.17	0.17	—	0.17	—	3,787	3,787	0.42	0.03	—	3,805
Water	—	—	—	—	—	—	—	—	—	—	—	20.7	20.8	41.6	2.13	0.05	—	110
Waste	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	9.36	15.0	9.05	39.5	0.08	0.39	4.63	5.01	0.38	1.18	1.56	143	11,696	11,839	15.3	0.47	333	12,693
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.97	8.58	4.72	34.7	0.06	0.07	4.60	4.66	0.06	1.17	1.23	—	5,603	5,603	0.50	0.37	8.02	5,734
Area	1.00	7.15	0.47	6.30	< 0.005	0.04	—	0.04	0.04	—	0.04	0.00	553	553	0.01	< 0.005	—	553
Energy	0.25	0.12	2.23	1.71	0.01	0.17	—	0.17	0.17	—	0.17	—	3,787	3,787	0.42	0.03	—	3,805
Water	—	—	—	—	—	—	—	—	—	—	—	20.7	20.8	41.6	2.13	0.05	—	110

Waste	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	10.2	15.9	7.43	42.7	0.07	0.28	4.60	4.87	0.27	1.17	1.44	143	9,964	10,107	15.2	0.45	340	10,961
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.64	1.57	0.86	6.34	0.01	0.01	0.84	0.85	0.01	0.21	0.22	—	928	928	0.08	0.06	1.33	949
Area	0.18	1.31	0.09	1.15	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	91.5	91.5	< 0.005	< 0.005	—	91.6
Energy	0.05	0.02	0.41	0.31	< 0.005	0.03	—	0.03	0.03	—	0.03	—	627	627	0.07	< 0.005	—	630
Water	—	—	—	—	—	—	—	—	—	—	—	3.43	3.45	6.89	0.35	0.01	—	18.2
Waste	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0
Total	1.87	2.89	1.36	7.80	0.01	0.05	0.84	0.89	0.05	0.21	0.26	23.6	1,650	1,673	2.52	0.07	56.3	1,815

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	10.0	9.69	4.28	34.9	0.06	0.07	4.63	4.69	0.06	1.18	1.24	—	5,920	5,920	0.43	0.35	18.6	6,053
Area	2.16	8.15	1.97	13.2	0.01	0.17	—	0.17	0.16	—	0.16	0.00	2,405	2,405	0.05	< 0.005	—	2,407
Energy	0.23	0.11	2.04	1.56	0.01	0.16	—	0.16	0.16	—	0.16	—	3,323	3,323	0.36	0.02	—	3,338
Water	—	—	—	—	—	—	—	—	—	—	—	14.5	14.2	28.7	1.49	0.04	—	76.6
Waste	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	12.4	17.9	8.29	49.7	0.08	0.39	4.63	5.02	0.38	1.18	1.56	136	11,662	11,798	14.5	0.41	351	12,633
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.90	8.48	4.96	37.0	0.05	0.07	4.63	4.69	0.06	1.18	1.24	—	5,530	5,530	0.54	0.38	0.48	5,658

Area	0.22	6.35	1.86	0.79	0.01	0.15	—	0.15	0.15	—	0.15	0.00	2,358	2,358	0.04	< 0.005	—	2,361
Energy	0.23	0.11	2.04	1.56	0.01	0.16	—	0.16	0.16	—	0.16	—	3,323	3,323	0.36	0.02	—	3,338
Water	—	—	—	—	—	—	—	—	—	—	—	14.5	14.2	28.7	1.49	0.04	—	76.6
Waste	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	9.34	14.9	8.86	39.4	0.08	0.37	4.63	5.00	0.37	1.18	1.55	136	11,225	11,361	14.6	0.45	333	12,192
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.97	8.58	4.72	34.7	0.06	0.07	4.60	4.66	0.06	1.17	1.23	—	5,603	5,603	0.50	0.37	8.02	5,734
Area	1.00	7.15	0.47	6.30	< 0.005	0.04	—	0.04	0.04	—	0.04	0.00	553	553	0.01	< 0.005	—	553
Energy	0.23	0.11	2.04	1.56	0.01	0.16	—	0.16	0.16	—	0.16	—	3,323	3,323	0.36	0.02	—	3,338
Water	—	—	—	—	—	—	—	—	—	—	—	14.5	14.2	28.7	1.49	0.04	—	76.6
Waste	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	10.2	15.8	7.23	42.6	0.07	0.26	4.60	4.86	0.26	1.17	1.43	136	9,493	9,629	14.5	0.43	340	10,460
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.64	1.57	0.86	6.34	0.01	0.01	0.84	0.85	0.01	0.21	0.22	—	928	928	0.08	0.06	1.33	949
Area	0.18	1.31	0.09	1.15	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	91.5	91.5	< 0.005	< 0.005	—	91.6
Energy	0.04	0.02	0.37	0.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	550	550	0.06	< 0.005	—	553
Water	—	—	—	—	—	—	—	—	—	—	—	2.40	2.35	4.76	0.25	0.01	—	12.7
Waste	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0
Total	1.86	2.89	1.32	7.77	0.01	0.05	0.84	0.89	0.05	0.21	0.26	22.6	1,572	1,594	2.41	0.07	56.3	1,732

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	5.20	4.96	0.01	0.22	—	0.22	0.21	—	0.21	—	870	870	0.04	0.01	—	873
Dust From Material Movement	—	—	—	—	—	—	3.23	3.23	—	1.66	1.66	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.95	0.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	144	144	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.59	0.59	—	0.30	0.30	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	1.10	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	196	196	0.01	0.01	0.76	199
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.7	29.7	< 0.005	< 0.005	0.05	30.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.91	4.91	< 0.005	< 0.005	0.01	4.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2025) - Mitigated

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

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

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Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	5.20	4.96	0.01	0.22	—	0.22	0.21	—	0.21	—	870	870	0.04	0.01	—	873
Dust From Material Movement	—	—	—	—	—	—	3.23	3.23	—	1.66	1.66	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.95	0.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	144	144	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.59	0.59	—	0.30	0.30	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	1.10	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	196	196	0.01	0.01	0.76	199

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.7	29.7	< 0.005	< 0.005	0.05	30.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.91	4.91	< 0.005	< 0.005	0.01	4.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement:	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.42	1.19	11.1	10.6	0.02	0.46	—	0.46	0.42	—	0.42	—	2,467	2,467	0.10	0.02	—	2,475
Dust From Material Movement:	—	—	—	—	—	—	3.44	3.44	—	1.37	1.37	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.22	2.02	1.93	< 0.005	0.08	—	0.08	0.08	—	0.08	—	408	408	0.02	< 0.005	—	410
Dust From Material Movement:	—	—	—	—	—	—	0.63	0.63	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.10	0.07	1.26	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	224	224	0.01	0.01	0.87	228

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.09	0.99	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	202	202	0.01	0.01	0.02	204	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.38	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	77.1	77.1	< 0.005	< 0.005	0.14	78.2	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.02	12.9	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622

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Dust From Material Movement:	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement:	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.42	1.19	11.1	10.6	0.02	0.46	—	0.46	0.42	—	0.42	—	2,467	2,467	0.10	0.02	—	2,475
Dust From Material Movement:	—	—	—	—	—	—	3.44	3.44	—	1.37	1.37	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.22	2.02	1.93	< 0.005	0.08	—	0.08	0.08	—	0.08	—	408	408	0.02	< 0.005	—	410
Dust From Material Movement:	—	—	—	—	—	—	0.63	0.63	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.10	0.07	1.26	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	224	224	0.01	0.01	0.87	228
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.09	0.99	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	202	202	0.01	0.01	0.02	204
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.38	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	77.1	77.1	< 0.005	< 0.005	0.14	78.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.02	12.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2026) - Unmitigated

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

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

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement:	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.25	3.29	0.01	0.13	—	0.13	0.12	—	0.12	—	788	788	0.03	0.01	—	790
Dust From Material Movement:	—	—	—	—	—	—	1.10	1.10	—	0.44	0.44	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.59	0.60	< 0.005	0.02	—	0.02	0.02	—	0.02	—	130	130	0.01	< 0.005	—	131
Dust From Material Movement:	—	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	0.92	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	198	198	< 0.005	0.01	0.02	201
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.2	24.2	< 0.005	< 0.005	0.04	24.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.00	4.00	< 0.005	< 0.005	0.01	4.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Grading (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621

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Dust From Material Movement:	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.25	3.29	0.01	0.13	—	0.13	0.12	—	0.12	—	788	788	0.03	0.01	—	790
Dust From Material Movement:	—	—	—	—	—	—	1.10	1.10	—	0.44	0.44	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.59	0.60	< 0.005	0.02	—	0.02	0.02	—	0.02	—	130	130	0.01	< 0.005	—	131
Dust From Material Movement:	—	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	0.92	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	198	198	< 0.005	0.01	0.02	201
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.2	24.2	< 0.005	< 0.005	0.04	24.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.00	4.00	< 0.005	< 0.005	0.01	4.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.48	0.40	3.70	4.87	0.01	0.14	—	0.14	0.13	—	0.13	—	901	901	0.04	0.01	—	904
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.68	0.89	< 0.005	0.03	—	0.03	0.02	—	0.02	—	149	149	0.01	< 0.005	—	150
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.50	0.32	6.44	0.00	0.00	1.10	1.10	0.00	0.26	0.26	—	1,204	1,204	0.02	0.04	4.34	1,222
Vendor	0.04	0.04	1.83	0.32	0.01	0.01	0.31	0.32	0.01	0.08	0.09	—	1,265	1,265	< 0.005	0.20	2.83	1,326
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.45	0.45	5.05	0.00	0.00	1.10	1.10	0.00	0.26	0.26	—	1,084	1,084	0.03	0.04	0.11	1,098
Vendor	0.04	0.04	1.93	0.34	0.01	0.01	0.31	0.32	0.01	0.08	0.09	—	1,265	1,265	< 0.005	0.20	0.07	1,323
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.15	1.93	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	416	416	0.01	0.02	0.70	422
Vendor	0.02	0.01	0.72	0.12	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	475	475	< 0.005	0.07	0.46	498
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.35	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	68.9	68.9	< 0.005	< 0.005	0.12	69.8
Vendor	< 0.005	< 0.005	0.13	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	78.7	78.7	< 0.005	0.01	0.08	82.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	0.40	3.70	4.87	0.01	0.14	—	0.14	0.13	—	0.13	—	901	901	0.04	0.01	—	904
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.68	0.89	< 0.005	0.03	—	0.03	0.02	—	0.02	—	149	149	0.01	< 0.005	—	150
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.50	0.32	6.44	0.00	0.00	1.10	1.10	0.00	0.26	0.26	—	1,204	1,204	0.02	0.04	4.34	1,222
Vendor	0.04	0.04	1.83	0.32	0.01	0.01	0.31	0.32	0.01	0.08	0.09	—	1,265	1,265	< 0.005	0.20	2.83	1,326
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.45	0.45	5.05	0.00	0.00	1.10	1.10	0.00	0.26	0.26	—	1,084	1,084	0.03	0.04	0.11	1,098
Vendor	0.04	0.04	1.93	0.34	0.01	0.01	0.31	0.32	0.01	0.08	0.09	—	1,265	1,265	< 0.005	0.20	0.07	1,323
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.15	1.93	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	416	416	0.01	0.02	0.70	422
Vendor	0.02	0.01	0.72	0.12	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	475	475	< 0.005	0.07	0.46	498
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.35	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	68.9	68.9	< 0.005	< 0.005	0.12	69.8
Vendor	< 0.005	< 0.005	0.13	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	78.7	78.7	< 0.005	0.01	0.08	82.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2027) - Unmitigated

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

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

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.59	0.81	< 0.005	0.02	—	0.02	0.02	—	0.02	—	150	150	0.01	< 0.005	—	151
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.9	24.9	< 0.005	< 0.005	—	24.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.43	0.41	4.72	0.00	0.00	1.10	1.10	0.00	0.26	0.26	—	1,066	1,066	0.03	0.04	0.10	1,080
Vendor	0.04	0.03	1.82	0.33	0.01	0.01	0.31	0.32	0.01	0.08	0.09	—	1,242	1,242	< 0.005	0.19	0.07	1,297
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	68.2	68.2	< 0.005	< 0.005	0.11	69.1
Vendor	< 0.005	< 0.005	0.11	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	77.7	77.7	< 0.005	0.01	0.07	81.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.02	11.4
Vendor	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.9	12.9	< 0.005	< 0.005	0.01	13.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.59	0.81	< 0.005	0.02	—	0.02	0.02	—	0.02	—	150	150	0.01	< 0.005	—	151
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.9	24.9	< 0.005	< 0.005	—	24.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.43	0.41	4.72	0.00	0.00	1.10	1.10	0.00	0.26	0.26	—	1,066	1,066	0.03	0.04	0.10	1,080
Vendor	0.04	0.03	1.82	0.33	0.01	0.01	0.31	0.32	0.01	0.08	0.09	—	1,242	1,242	< 0.005	0.19	0.07	1,297
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	68.2	68.2	< 0.005	< 0.005	0.11	69.1
Vendor	< 0.005	< 0.005	0.11	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	77.7	77.7	< 0.005	0.01	0.07	81.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.02	11.4
Vendor	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.9	12.9	< 0.005	< 0.005	0.01	13.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516	
Paving	—	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.20	0.17	1.56	2.18	< 0.005	0.07	—	0.07	0.06	—	0.06	—	331	331	0.01	< 0.005	—	332	
Paving	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.04	0.03	0.28	0.40	< 0.005	0.01	—	0.01	0.01	—	0.01	—	54.8	54.8	< 0.005	< 0.005	—	55.0	
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.07	0.07	0.04	0.88	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	165	165	< 0.005	0.01	0.60	168	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Worker	0.07	0.06	0.06	0.69	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	149	149	< 0.005	0.01	0.02	151
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	33.3	33.3	< 0.005	< 0.005	0.06	33.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.51	5.51	< 0.005	< 0.005	0.01	5.59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516

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Paving	—	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.56	2.18	< 0.005	0.07	—	0.07	0.06	—	0.06	—	331	331	0.01	< 0.005	—	332
Paving	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.28	0.40	< 0.005	0.01	—	0.01	0.01	—	0.01	—	54.8	54.8	< 0.005	< 0.005	—	55.0
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.04	0.88	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	165	165	< 0.005	0.01	0.60	168
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.69	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	149	149	< 0.005	0.01	0.02	151
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	33.3	33.3	< 0.005	< 0.005	0.06	33.8

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.51	5.51	< 0.005	< 0.005	0.01	5.59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	22.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	22.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.30	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	46.5	46.5	< 0.005	< 0.005	—	46.7
Architectural Coatings	—	7.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.70	7.70	< 0.005	< 0.005	—	7.73
Architectural Coatings	—	1.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.06	1.29	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	241	241	< 0.005	0.01	0.87	244
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.01	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	217	217	0.01	0.01	0.02	220
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	77.1	77.1	< 0.005	< 0.005	0.13	78.2

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.02	12.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	22.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	22.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.30	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	46.5	46.5	< 0.005	< 0.005	—	46.7
Architectural Coatings	—	7.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.70	7.70	< 0.005	< 0.005	—	7.73
Architectural Coatings	—	1.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.06	1.29	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	241	241	< 0.005	0.01	0.87	244
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.01	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	217	217	0.01	0.01	0.02	220
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	77.1	77.1	< 0.005	< 0.005	0.13	78.2

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.02	12.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	22.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Architectural Coatings	—	2.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.99	1.99	< 0.005	< 0.005	—	2.00	
Architectural Coatings	—	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.09	0.09	0.08	0.94	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	213	213	0.01	0.01	0.02	216	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.6	19.6	< 0.005	< 0.005	0.03	19.9	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.25	3.25	< 0.005	< 0.005	0.01	3.29	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.16. Architectural Coating (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	22.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Architectural Coatings	—	2.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.99	1.99	< 0.005	< 0.005	—	2.00
Architectural Coatings	—	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.08	0.94	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	213	213	0.01	0.01	0.02	216
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.6	19.6	< 0.005	< 0.005	0.03	19.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.25	3.25	< 0.005	< 0.005	0.01	3.29
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Linear, Grubbing & Land Clearing (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04	0.88	7.61	7.99	0.01	0.44	—	0.44	0.41	—	0.41	—	1,122	1,122	0.05	0.01	—	1,126

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Dust From Material Movement:	—	—	—	—	—	—	1.06	1.06	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.15	6.15	< 0.005	< 0.005	—	6.17
Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.02	1.02	< 0.005	< 0.005	—	1.02
Dust From Material Movement:	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.94	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	168	168	0.01	0.01	0.65	171
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.85	0.85	< 0.005	< 0.005	< 0.005	0.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	< 0.005	0.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Linear, Grubbing & Land Clearing (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04	0.88	7.61	7.99	0.01	0.44	—	0.44	0.41	—	0.41	—	1,122	1,122	0.05	0.01	—	1,126
Dust From Material Movement	—	—	—	—	—	—	1.06	1.06	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.15	6.15	< 0.005	< 0.005	—	6.17
Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.02	1.02	< 0.005	< 0.005	—	1.02
Dust From Material Movement:	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.94	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	168	168	0.01	0.01	0.65	171
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.85	0.85	< 0.005	< 0.005	< 0.005	0.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	< 0.005	0.14	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.19. Linear, Grading & Excavation (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.36	4.50	40.3	45.6	0.09	1.81	—	1.81	1.66	—	1.66	—	9,494	9,494	0.39	0.08	—	9,527
Dust From Material Movement	—	—	—	—	—	—	4.26	4.26	—	0.46	0.46	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.22	1.37	< 0.005	0.05	—	0.05	0.05	—	0.05	—	286	286	0.01	< 0.005	—	287
Dust From Material Movement	—	—	—	—	—	—	0.13	0.13	—	0.01	0.01	—	—	—	—	—	—	—

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	47.4	47.4	< 0.005	< 0.005	—	47.5
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.23	0.16	2.99	0.00	0.00	0.48	0.48	0.00	0.11	0.11	—	533	533	0.02	0.02	2.06	541
Vendor	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	63.0	63.0	< 0.005	0.01	0.15	66.0
Hauling	0.11	0.09	6.93	0.73	0.04	0.04	0.89	0.93	0.04	0.24	0.28	—	4,232	4,232	0.02	0.66	6.99	4,437
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.8	14.8	< 0.005	< 0.005	0.03	15.0
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.90	1.90	< 0.005	< 0.005	< 0.005	1.99
Hauling	< 0.005	< 0.005	0.22	0.02	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	128	128	< 0.005	0.02	0.09	134
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.44	2.44	< 0.005	< 0.005	< 0.005	2.48
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.33
Hauling	< 0.005	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	21.1	21.1	< 0.005	< 0.005	0.02	22.1

3.20. Linear, Grading & Excavation (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.36	4.50	40.3	45.6	0.09	1.81	—	1.81	1.66	—	1.66	—	9,494	9,494	0.39	0.08	—	9,527
Dust From Material Movement:	—	—	—	—	—	—	4.26	4.26	—	0.46	0.46	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.22	1.37	< 0.005	0.05	—	0.05	0.05	—	0.05	—	286	286	0.01	< 0.005	—	287
Dust From Material Movement:	—	—	—	—	—	—	0.13	0.13	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	47.4	47.4	< 0.005	< 0.005	—	47.5

Dust From Material Movement:	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.23	0.16	2.99	0.00	0.00	0.48	0.48	0.00	0.11	0.11	—	533	533	0.02	0.02	2.06	541
Vendor	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	63.0	63.0	< 0.005	0.01	0.15	66.0
Hauling	0.11	0.09	6.93	0.73	0.04	0.04	0.89	0.93	0.04	0.24	0.28	—	4,232	4,232	0.02	0.66	6.99	4,437
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.8	14.8	< 0.005	< 0.005	0.03	15.0
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.90	1.90	< 0.005	< 0.005	< 0.005	1.99
Hauling	< 0.005	< 0.005	0.22	0.02	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	128	128	< 0.005	0.02	0.09	134
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.44	2.44	< 0.005	< 0.005	< 0.005	2.48
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.33
Hauling	< 0.005	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	21.1	21.1	< 0.005	< 0.005	0.02	22.1

3.21. Linear, Drainage, Utilities, & Sub-Grade (2025) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.42	2.86	25.4	31.0	0.06	1.00	—	1.00	0.92	—	0.92	—	5,703	5,703	0.23	0.05	—	5,722
Dust From Material Movement:	—	—	—	—	—	—	1.59	1.59	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.05	0.49	0.59	< 0.005	0.02	—	0.02	0.02	—	0.02	—	109	109	< 0.005	< 0.005	—	110
Dust From Material Movement:	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.1	18.1	< 0.005	< 0.005	—	18.2
Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.24	0.16	3.14	0.00	0.00	0.51	0.51	0.00	0.12	0.12	—	561	561	0.03	0.02	2.17	570
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.89	9.89	< 0.005	< 0.005	0.02	10.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.64	1.64	< 0.005	< 0.005	< 0.005	1.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.22. Linear, Drainage, Utilities, & Sub-Grade (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.42	2.86	25.4	31.0	0.06	1.00	—	1.00	0.92	—	0.92	—	5,703	5,703	0.23	0.05	—	5,722

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Dust From Material Movement:	—	—	—	—	—	—	1.59	1.59	—	0.17	0.17	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.07	0.05	0.49	0.59	< 0.005	0.02	—	0.02	0.02	—	0.02	—	109	109	< 0.005	< 0.005	—	110
Dust From Material Movement:	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.01	0.01	0.09	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.1	18.1	< 0.005	< 0.005	—	18.2
Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.26	0.24	0.16	3.14	0.00	0.00	0.51	0.51	0.00	0.12	0.12	—	561	561	0.03	0.02	2.17	570
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.89	9.89	< 0.005	< 0.005	0.02	10.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.64	1.64	< 0.005	< 0.005	< 0.005	1.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.23. Linear, Paving (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.02	0.86	7.92	11.7	0.02	0.34	—	0.34	0.31	—	0.31	—	1,769	1,769	0.07	0.01	—	1,775
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.4	19.4	< 0.005	< 0.005	—	19.4

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.21	3.21	< 0.005	< 0.005	—	3.22	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.09	0.08	0.06	1.10	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	196	196	0.01	0.01	0.76	199	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.98	1.98	< 0.005	< 0.005	< 0.005	2.01	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.33	0.33	< 0.005	< 0.005	< 0.005	0.33	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.24. Linear, Paving (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.02	0.86	7.92	11.7	0.02	0.34	—	0.34	0.31	—	0.31	—	1,769	1,769	0.07	0.01	—	1,775
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.4	19.4	< 0.005	< 0.005	—	19.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.21	3.21	< 0.005	< 0.005	—	3.22
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	1.10	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	196	196	0.01	0.01	0.76	199
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.98	1.98	< 0.005	< 0.005	< 0.005	2.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.33	0.33	< 0.005	< 0.005	< 0.005	0.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	2.54	2.45	1.06	8.61	0.01	0.02	1.12	1.14	0.02	0.29	0.30	—	1,442	1,442	0.11	0.09	4.51	1,475
Hotel	7.50	7.24	3.22	26.3	0.04	0.05	3.50	3.55	0.05	0.89	0.94	—	4,478	4,478	0.32	0.26	14.1	4,578
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	10.0	9.69	4.28	34.9	0.06	0.07	4.63	4.69	0.06	1.18	1.24	—	5,920	5,920	0.43	0.35	18.6	6,053

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	2.25	2.14	1.22	9.21	0.01	0.02	1.12	1.14	0.02	0.29	0.30	—	1,348	1,348	0.14	0.10	0.12	1,379
Hotel	6.65	6.34	3.73	27.8	0.04	0.05	3.50	3.55	0.05	0.89	0.94	—	4,182	4,182	0.40	0.29	0.36	4,279
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	8.90	8.48	4.96	37.0	0.05	0.07	4.63	4.69	0.06	1.18	1.24	—	5,530	5,530	0.54	0.38	0.48	5,658
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.41	0.40	0.21	1.57	< 0.005	< 0.005	0.20	0.21	< 0.005	0.05	0.05	—	226	226	0.02	0.02	0.32	231
Hotel	1.22	1.17	0.65	4.77	0.01	0.01	0.63	0.64	0.01	0.16	0.17	—	702	702	0.06	0.05	1.01	718
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.64	1.57	0.86	6.34	0.01	0.01	0.84	0.85	0.01	0.21	0.22	—	928	928	0.08	0.06	1.33	949

4.1.2. Mitigated

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

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

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Single Family Housing	2.54	2.45	1.06	8.61	0.01	0.02	1.12	1.14	0.02	0.29	0.30	—	1,442	1,442	0.11	0.09	4.51	1,475
Hotel	7.50	7.24	3.22	26.3	0.04	0.05	3.50	3.55	0.05	0.89	0.94	—	4,478	4,478	0.32	0.26	14.1	4,578
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	10.0	9.69	4.28	34.9	0.06	0.07	4.63	4.69	0.06	1.18	1.24	—	5,920	5,920	0.43	0.35	18.6	6,053
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	2.25	2.14	1.22	9.21	0.01	0.02	1.12	1.14	0.02	0.29	0.30	—	1,348	1,348	0.14	0.10	0.12	1,379
Hotel	6.65	6.34	3.73	27.8	0.04	0.05	3.50	3.55	0.05	0.89	0.94	—	4,182	4,182	0.40	0.29	0.36	4,279
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	8.90	8.48	4.96	37.0	0.05	0.07	4.63	4.69	0.06	1.18	1.24	—	5,530	5,530	0.54	0.38	0.48	5,658
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.41	0.40	0.21	1.57	< 0.005	< 0.005	0.20	0.21	< 0.005	0.05	0.05	—	226	226	0.02	0.02	0.32	231
Hotel	1.22	1.17	0.65	4.77	0.01	0.01	0.63	0.64	0.01	0.16	0.17	—	702	702	0.06	0.05	1.01	718
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.64	1.57	0.86	6.34	0.01	0.01	0.84	0.85	0.01	0.21	0.22	—	928	928	0.08	0.06	1.33	949

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	267	267	0.04	0.01	—	269
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	727	727	0.12	0.01	—	734
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	96.0	96.0	0.02	< 0.005	—	96.9
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,090	1,090	0.18	0.02	—	1,101
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	267	267	0.04	0.01	—	269
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	727	727	0.12	0.01	—	734
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	96.0	96.0	0.02	< 0.005	—	96.9
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,090	1,090	0.18	0.02	—	1,101
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	44.2	44.2	0.01	< 0.005	—	44.6
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	120	120	0.02	< 0.005	—	122
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	15.9	15.9	< 0.005	< 0.005	—	16.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	180	180	0.03	< 0.005	—	182

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	212	212	0.03	< 0.005	—	214
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	569	569	0.09	0.01	—	574
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	76.8	76.8	0.01	< 0.005	—	77.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	857	857	0.14	0.02	—	866
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	212	212	0.03	< 0.005	—	214

Hotel	—	—	—	—	—	—	—	—	—	—	—	—	569	569	0.09	0.01	—	574
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	76.8	76.8	0.01	< 0.005	—	77.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	857	857	0.14	0.02	—	866
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	35.1	35.1	0.01	< 0.005	—	35.4
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	94.2	94.2	0.02	< 0.005	—	95.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	12.7	12.7	< 0.005	< 0.005	—	12.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	142	142	0.02	< 0.005	—	143

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.05	0.02	0.41	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	522	522	0.05	< 0.005	—	524
Hotel	0.20	0.10	1.82	1.53	0.01	0.14	—	0.14	0.14	—	0.14	—	2,175	2,175	0.19	< 0.005	—	2,181
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.25	0.12	2.23	1.71	0.01	0.17	—	0.17	0.17	—	0.17	—	2,697	2,697	0.24	0.01	—	2,705
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.05	0.02	0.41	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	522	522	0.05	< 0.005	—	524
Hotel	0.20	0.10	1.82	1.53	0.01	0.14	—	0.14	0.14	—	0.14	—	2,175	2,175	0.19	< 0.005	—	2,181
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.25	0.12	2.23	1.71	0.01	0.17	—	0.17	0.17	—	0.17	—	2,697	2,697	0.24	0.01	—	2,705
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.4	86.4	0.01	< 0.005	—	86.7
Hotel	0.04	0.02	0.33	0.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	360	360	0.03	< 0.005	—	361
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	0.02	0.41	0.31	< 0.005	0.03	—	0.03	0.03	—	0.03	—	447	447	0.04	< 0.005	—	448

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	475	475	0.04	< 0.005	—	477
Hotel	0.18	0.09	1.67	1.40	0.01	0.13	—	0.13	0.13	—	0.13	—	1,990	1,990	0.18	< 0.005	—	1,996
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.23	0.11	2.04	1.56	0.01	0.16	—	0.16	0.16	—	0.16	—	2,465	2,465	0.22	< 0.005	—	2,472
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	475	475	0.04	< 0.005	—	477
Hotel	0.18	0.09	1.67	1.40	0.01	0.13	—	0.13	0.13	—	0.13	—	1,990	1,990	0.18	< 0.005	—	1,996
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.23	0.11	2.04	1.56	0.01	0.16	—	0.16	0.16	—	0.16	—	2,465	2,465	0.22	< 0.005	—	2,472
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	78.7	78.7	0.01	< 0.005	—	78.9
Hotel	0.03	0.02	0.30	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	—	329	329	0.03	< 0.005	—	330
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.02	0.37	0.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	408	408	0.04	< 0.005	—	409

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.22	0.11	1.86	0.79	0.01	0.15	—	0.15	0.15	—	0.15	0.00	2,358	2,358	0.04	< 0.005	—	2,361
Consumer Products	—	5.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.94	1.80	0.11	12.4	< 0.005	0.02	—	0.02	0.01	—	0.01	—	46.5	46.5	< 0.005	< 0.005	—	46.6
Total	2.16	8.15	1.97	13.2	0.01	0.17	—	0.17	0.16	—	0.16	0.00	2,405	2,405	0.05	< 0.005	—	2,407
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.22	0.11	1.86	0.79	0.01	0.15	—	0.15	0.15	—	0.15	0.00	2,358	2,358	0.04	< 0.005	—	2,361
Consumer Products	—	5.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	—	1.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.22	6.35	1.86	0.79	0.01	0.15	—	0.15	0.15	—	0.15	0.00	2,358	2,358	0.04	< 0.005	—	2,361
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	87.7	87.7	< 0.005	< 0.005	—	87.8
Consumer Products	—	0.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.17	0.16	0.01	1.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.79	3.79	< 0.005	< 0.005	—	3.81
Total	0.18	1.31	0.09	1.15	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	91.5	91.5	< 0.005	< 0.005	—	91.6

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.22	0.11	1.86	0.79	0.01	0.15	—	0.15	0.15	—	0.15	0.00	2,358	2,358	0.04	< 0.005	—	2,361
Consumer Products	—	5.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.94	1.80	0.11	12.4	< 0.005	0.02	—	0.02	0.01	—	0.01	—	46.5	46.5	< 0.005	< 0.005	—	46.6

Total	2.16	8.15	1.97	13.2	0.01	0.17	—	0.17	0.16	—	0.16	0.00	2,405	2,405	0.05	< 0.005	—	2,407
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.22	0.11	1.86	0.79	0.01	0.15	—	0.15	0.15	—	0.15	0.00	2,358	2,358	0.04	< 0.005	—	2,361
Consumer Products	—	5.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.22	6.35	1.86	0.79	0.01	0.15	—	0.15	0.15	—	0.15	0.00	2,358	2,358	0.04	< 0.005	—	2,361
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	87.7	87.7	< 0.005	< 0.005	—	87.8
Consumer Products	—	0.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.17	0.16	0.01	1.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.79	3.79	< 0.005	< 0.005	—	3.81
Total	0.18	1.31	0.09	1.15	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	91.5	91.5	< 0.005	< 0.005	—	91.6

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3.43	3.63	7.06	0.35	0.01	—	18.4
Hotel	—	—	—	—	—	—	—	—	—	—	—	17.3	17.2	34.5	1.78	0.04	—	91.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.7	20.8	41.6	2.13	0.05	—	110
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3.43	3.63	7.06	0.35	0.01	—	18.4
Hotel	—	—	—	—	—	—	—	—	—	—	—	17.3	17.2	34.5	1.78	0.04	—	91.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.7	20.8	41.6	2.13	0.05	—	110
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.57	0.60	1.17	0.06	< 0.005	—	3.04
Hotel	—	—	—	—	—	—	—	—	—	—	—	2.86	2.85	5.72	0.29	0.01	—	15.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.43	3.45	6.89	0.35	0.01	—	18.2

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2.40	2.44	4.85	0.25	0.01	—	12.8
Hotel	—	—	—	—	—	—	—	—	—	—	—	12.1	11.8	23.9	1.24	0.03	—	63.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	14.5	14.2	28.7	1.49	0.04	—	76.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2.40	2.44	4.85	0.25	0.01	—	12.8
Hotel	—	—	—	—	—	—	—	—	—	—	—	12.1	11.8	23.9	1.24	0.03	—	63.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	14.5	14.2	28.7	1.49	0.04	—	76.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.40	0.40	0.80	0.04	< 0.005	—	2.11
Hotel	—	—	—	—	—	—	—	—	—	—	—	2.01	1.95	3.95	0.21	< 0.005	—	10.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.40	2.35	4.76	0.25	0.01	—	12.7

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	—	58.7
Hotel	—	—	—	—	—	—	—	—	—	—	—	105	0.00	105	10.5	0.00	—	368
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	—	58.7
Hotel	—	—	—	—	—	—	—	—	—	—	—	105	0.00	105	10.5	0.00	—	368
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2.78	0.00	2.78	0.28	0.00	—	9.73
Hotel	—	—	—	—	—	—	—	—	—	—	—	17.4	0.00	17.4	1.74	0.00	—	60.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.6

4.5.2. Mitigated

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

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

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Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	—	58.7
Hotel	—	—	—	—	—	—	—	—	—	—	—	105	0.00	105	10.5	0.00	—	368
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	—	58.7
Hotel	—	—	—	—	—	—	—	—	—	—	—	105	0.00	105	10.5	0.00	—	368
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	122	0.00	122	12.2	0.00	—	426
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2.78	0.00	2.78	0.28	0.00	—	9.73
Hotel	—	—	—	—	—	—	—	—	—	—	—	17.4	0.00	17.4	1.74	0.00	—	60.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.2	0.00	20.2	2.02	0.00	—	70.6

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	332	332
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55.0	55.0

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	4/1/2025	6/23/2025	5.00	60.0	—
Grading	Grading	6/24/2025	3/2/2026	5.00	180	—
Building Construction	Building Construction	6/23/2026	2/1/2027	5.00	160	—
Paving	Paving	3/3/2026	6/22/2026	5.00	80.0	—
Architectural Coating	Architectural Coating	7/7/2026	2/15/2027	5.00	160	—
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	4/1/2025	4/3/2025	5.00	2.00	—
Linear, Grading & Excavation	Linear, Grading & Excavation	4/4/2025	4/19/2025	5.00	11.0	—

Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	4/20/2025	4/29/2025	5.00	7.00	—
Linear, Paving	Linear, Paving	4/30/2025	5/5/2025	5.00	4.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Linear, Grubbing & Land Clearing	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43

Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Grubbing & Land Clearing	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Linear, Grading & Excavation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grading & Excavation	Excavators	Diesel	Average	4.00	8.00	36.0	0.38
Linear, Grading & Excavation	Graders	Diesel	Average	3.00	8.00	148	0.41
Linear, Grading & Excavation	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Linear, Grading & Excavation	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Linear, Grading & Excavation	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Grading & Excavation	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Linear, Grading & Excavation	Tractors/Loaders/Backhoes	Diesel	Average	5.00	8.00	84.0	0.37
Linear, Grading & Excavation	Cranes	Diesel	Average	1.00	8.00	367	0.29
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	Diesel	Average	2.00	8.00	37.0	0.48
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Linear, Drainage, Utilities, & Sub-Grade	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40

Linear, Drainage, Utilities, & Sub-Grade	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Linear, Drainage, Utilities, & Sub-Grade	Signal Boards	Electric	Average	3.00	8.00	6.00	0.82
Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backhoes	Diesel	Average	5.00	8.00	84.0	0.37
Linear, Drainage, Utilities, & Sub-Grade	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
Linear, Drainage, Utilities, & Sub-Grade	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Drainage, Utilities, & Sub-Grade	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Linear, Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Linear, Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Linear, Paving	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Paving	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Linear, Grubbing & Land Clearing	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43
Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Grubbing & Land Clearing	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Linear, Grading & Excavation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grading & Excavation	Excavators	Diesel	Average	4.00	8.00	36.0	0.38
Linear, Grading & Excavation	Graders	Diesel	Average	3.00	8.00	148	0.41
Linear, Grading & Excavation	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Linear, Grading & Excavation	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Linear, Grading & Excavation	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Grading & Excavation	Signal Boards	Electric	Average	1.00	8.00	6.00	0.82
Linear, Grading & Excavation	Tractors/Loaders/Backhoes	Diesel	Average	5.00	8.00	84.0	0.37

Linear, Grading & Excavation	Cranes	Diesel	Average	1.00	8.00	367	0.29
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	Diesel	Average	2.00	8.00	37.0	0.48
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Linear, Drainage, Utilities, & Sub-Grade	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Linear, Drainage, Utilities, & Sub-Grade	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Linear, Drainage, Utilities, & Sub-Grade	Signal Boards	Electric	Average	3.00	8.00	6.00	0.82
Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backhoes	Diesel	Average	5.00	8.00	84.0	0.37
Linear, Drainage, Utilities, & Sub-Grade	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
Linear, Drainage, Utilities, & Sub-Grade	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Drainage, Utilities, & Sub-Grade	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Linear, Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Linear, Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Linear, Paving	Signal Boards	Electric	Average	0.00	8.00	6.00	0.82
Linear, Paving	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	109	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	40.8	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	21.9	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT

Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Linear, Grubbing & Land Clearing	—	—	—	—
Linear, Grubbing & Land Clearing	Worker	15.0	14.3	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	0.00	8.80	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	0.00	20.0	HHDT
Linear, Grubbing & Land Clearing	Onsite truck	—	—	HHDT
Linear, Grading & Excavation	—	—	—	—
Linear, Grading & Excavation	Worker	47.5	14.3	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	2.00	8.80	HHDT,MHDT
Linear, Grading & Excavation	Hauling	47.8	20.0	HHDT
Linear, Grading & Excavation	Onsite truck	—	—	HHDT
Linear, Drainage, Utilities, & Sub-Grade	—	—	—	—
Linear, Drainage, Utilities, & Sub-Grade	Worker	50.0	14.3	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	0.00	8.80	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00	20.0	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	—	—	HHDT
Linear, Paving	—	—	—	—
Linear, Paving	Worker	17.5	14.3	LDA,LDT1,LDT2
Linear, Paving	Vendor	0.00	8.80	HHDT,MHDT
Linear, Paving	Hauling	0.00	20.0	HHDT
Linear, Paving	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2

Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	109	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	40.8	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	21.9	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Linear, Grubbing & Land Clearing	—	—	—	—
Linear, Grubbing & Land Clearing	Worker	15.0	14.3	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	0.00	8.80	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	0.00	20.0	HHDT

Linear, Grubbing & Land Clearing	Onsite truck	—	—	HHDT
Linear, Grading & Excavation	—	—	—	—
Linear, Grading & Excavation	Worker	47.5	14.3	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	2.00	8.80	HHDT,MHDT
Linear, Grading & Excavation	Hauling	47.8	20.0	HHDT
Linear, Grading & Excavation	Onsite truck	—	—	HHDT
Linear, Drainage, Utilities, & Sub-Grade	—	—	—	—
Linear, Drainage, Utilities, & Sub-Grade	Worker	50.0	14.3	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	0.00	8.80	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00	20.0	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	—	—	HHDT
Linear, Paving	—	—	—	—
Linear, Paving	Worker	17.5	14.3	LDA,LDT1,LDT2
Linear, Paving	Vendor	0.00	8.80	HHDT,MHDT
Linear, Paving	Hauling	0.00	20.0	HHDT
Linear, Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	63,504	21,168	318,540	106,180	21,432

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	90.0	0.00	—
Grading	—	—	540	0.00	—
Paving	0.00	0.00	0.00	0.00	11.9
Linear, Grubbing & Land Clearing	—	—	3.11	0.00	—
Linear, Grading & Excavation	1,146	3,061	3.11	0.00	—
Linear, Drainage, Utilities, & Sub-Grade	—	—	3.11	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	0.62	0%
Hotel	0.00	0%
Parking Lot	4.50	100%
Other Asphalt Surfaces	3.70	100%
Road Widening	1.50	100%
Bridge/Overpass Construction	0.03	100%
User Defined Linear	1.58	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
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2025	147	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	536	536	536	195,611	1,576	1,576	1,576	575,077
Hotel	1,574	1,574	1,574	574,335	4,909	4,909	4,909	1,791,948
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	536	536	536	195,611	1,576	1,576	1,576	575,077
Hotel	1,574	1,574	1,574	574,335	4,909	4,909	4,909	1,791,948
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	20
Gas Fireplaces	56
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Hotel	—
Wood Fireplaces	0
Gas Fireplaces	56
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	300

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	20
Gas Fireplaces	56
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Hotel	—
Wood Fireplaces	0
Gas Fireplaces	56
Propane Fireplaces	0
Electric Fireplaces	0

No Fireplaces	300
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5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
63504	21,168	318,540	106,180	21,432

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	477,440	204	0.0330	0.0040	1,629,041
Hotel	1,301,353	204	0.0330	0.0040	6,786,387
Parking Lot	171,714	204	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	379,213	204	0.0330	0.0040	1,482,817
Hotel	1,017,663	204	0.0330	0.0040	6,209,504
Parking Lot	137,371	204	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	1,791,157	550,304
Hotel	9,030,570	1,567,322
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	1,253,810	275,152
Hotel	6,321,399	783,661
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	31.2	—
Hotel	195	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	31.2	—
Hotel	195	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0

Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
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5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Land Use	Land use adjustments were made based on project-specific data provided by the project applicant.
Construction: Construction Phases	Phase timing adjustments were made based on project-specific data provided by the project applicant. Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days.
Construction: Off-Road Equipment	Adjustments made to linear off-road equipment assumptions to account for "user defined linear" land use and based on standard industry practice.
Construction: On-Road Fugitive Dust	All roads in project area are paved.
Construction: Architectural Coatings	Based on guidance from EDCAQMD and in compliance with Rule 215.
Operations: Vehicle Data	Trip Generation and VMT consistent with project-specific data from T. Kear Transportation.
Operations: Hearths	All cottages would include a natural gas fireplace.
Operations: Architectural Coatings	Based on guidance from EDCAQMD and in compliance with Rule 215.
Operations: Road Dust	All roads in project area are paved.

Town and Country - Program Study Area Custom Report

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5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Town and Country - Program Study Area
Construction Start Date	4/1/2027
Operational Year	2029
Lead Agency	El Dorado County
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	10.4
Location	38.658153667821736, -121.02894169320967
County	El Dorado-Mountain County
City	Unincorporated
Air District	El Dorado County AQMD
Air Basin	Mountain Counties
TAZ	413
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Strip Mall	90.0	1000sqft	2.40	90,000	14,413	—	—	—
Retirement Community	150	Dwelling Unit	4.61	159,000	33,212	—	381	—
Apartments Mid Rise	552	Dwelling Unit	20.0	529,920	140,373	—	1,402	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-10-A	Establish Onsite Renewable Energy Systems: Generic
Water	W-7	Adopt a Water Conservation Strategy

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.51	36.3	28.0	50.2	0.06	1.17	19.8	21.0	1.08	10.1	11.2	—	12,204	12,204	0.27	0.68	28.9	12,441
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.08	36.0	16.6	42.5	0.04	0.37	7.16	7.53	0.34	1.70	2.05	—	11,512	11,512	0.26	0.69	0.75	11,725
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.81	25.7	11.0	29.6	0.03	0.32	5.09	5.33	0.29	1.45	1.75	—	8,207	8,207	0.17	0.50	8.10	8,367

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.51	4.69	2.01	5.40	0.01	0.06	0.93	0.97	0.05	0.27	0.32	—	1,359	1,359	0.03	0.08	1.34	1,385

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	4.51	36.3	28.0	50.2	0.06	1.17	19.8	21.0	1.08	10.1	11.2	—	12,204	12,204	0.27	0.68	28.9	12,441
2028	4.15	36.1	15.0	48.0	0.04	0.33	7.16	7.49	0.31	1.70	2.01	—	12,005	12,005	0.21	0.68	26.2	12,238
2029	4.01	35.8	14.2	45.8	0.04	0.31	7.16	7.46	0.28	1.70	1.98	—	11,814	11,814	0.21	0.66	23.6	12,040
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	4.08	36.0	16.6	42.5	0.04	0.37	7.16	7.53	0.34	1.70	2.05	—	11,512	11,512	0.26	0.69	0.75	11,725
2028	3.92	35.7	15.7	40.7	0.04	0.33	7.16	7.49	0.31	1.70	2.01	—	11,327	11,327	0.25	0.69	0.68	11,540
2029	3.80	35.5	14.8	39.0	0.04	0.31	7.16	7.46	0.28	1.70	1.98	—	11,148	11,148	0.25	0.67	0.61	11,356
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.80	9.23	9.64	17.3	0.02	0.32	4.11	4.43	0.29	1.45	1.75	—	4,341	4,341	0.12	0.19	3.33	4,405
2028	2.81	25.7	11.0	29.6	0.03	0.24	5.09	5.33	0.22	1.21	1.43	—	8,207	8,207	0.17	0.50	8.10	8,367
2029	0.87	8.90	3.35	9.02	0.01	0.07	1.63	1.70	0.06	0.39	0.45	—	2,570	2,570	0.05	0.15	2.33	2,618
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.33	1.69	1.76	3.15	< 0.005	0.06	0.75	0.81	0.05	0.27	0.32	—	719	719	0.02	0.03	0.55	729
2028	0.51	4.69	2.01	5.40	0.01	0.04	0.93	0.97	0.04	0.22	0.26	—	1,359	1,359	0.03	0.08	1.34	1,385
2029	0.16	1.62	0.61	1.65	< 0.005	0.01	0.30	0.31	0.01	0.07	0.08	—	425	425	0.01	0.02	0.39	433

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	4.51	36.3	28.0	50.2	0.06	1.17	19.8	21.0	1.08	10.1	11.2	—	12,204	12,204	0.27	0.68	28.9	12,441
2028	4.15	36.1	15.0	48.0	0.04	0.33	7.16	7.49	0.31	1.70	2.01	—	12,005	12,005	0.21	0.68	26.2	12,238
2029	4.01	35.8	14.2	45.8	0.04	0.31	7.16	7.46	0.28	1.70	1.98	—	11,814	11,814	0.21	0.66	23.6	12,040
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	4.08	36.0	16.6	42.5	0.04	0.37	7.16	7.53	0.34	1.70	2.05	—	11,512	11,512	0.26	0.69	0.75	11,725
2028	3.92	35.7	15.7	40.7	0.04	0.33	7.16	7.49	0.31	1.70	2.01	—	11,327	11,327	0.25	0.69	0.68	11,540
2029	3.80	35.5	14.8	39.0	0.04	0.31	7.16	7.46	0.28	1.70	1.98	—	11,148	11,148	0.25	0.67	0.61	11,356
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.80	9.23	9.64	17.3	0.02	0.32	4.11	4.43	0.29	1.45	1.75	—	4,341	4,341	0.12	0.19	3.33	4,405
2028	2.81	25.7	11.0	29.6	0.03	0.24	5.09	5.33	0.22	1.21	1.43	—	8,207	8,207	0.17	0.50	8.10	8,367
2029	0.87	8.90	3.35	9.02	0.01	0.07	1.63	1.70	0.06	0.39	0.45	—	2,570	2,570	0.05	0.15	2.33	2,618
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.33	1.69	1.76	3.15	< 0.005	0.06	0.75	0.81	0.05	0.27	0.32	—	719	719	0.02	0.03	0.55	729
2028	0.51	4.69	2.01	5.40	0.01	0.04	0.93	0.97	0.04	0.22	0.26	—	1,359	1,359	0.03	0.08	1.34	1,385
2029	0.16	1.62	0.61	1.65	< 0.005	0.01	0.30	0.31	0.01	0.07	0.08	—	425	425	0.01	0.02	0.39	433

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	59.0	76.9	29.6	277	0.46	0.68	37.4	38.0	0.64	9.51	10.2	514	50,823	51,337	54.7	2.49	126	53,573
Mit.	59.0	76.9	29.4	276	0.46	0.66	37.4	38.0	0.63	9.51	10.1	497	50,054	50,551	52.9	2.44	126	52,727
% Reduced	< 0.5%	< 0.5%	1%	< 0.5%	< 0.5%	3%	—	< 0.5%	3%	—	< 0.5%	3%	2%	2%	3%	2%	—	2%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	49.2	67.0	33.4	233	0.43	0.65	37.4	38.0	0.63	9.51	10.1	514	47,623	48,137	55.3	2.72	9.48	50,338
Mit.	49.1	67.0	33.1	233	0.43	0.63	37.4	38.0	0.61	9.51	10.1	497	46,853	47,351	53.5	2.67	9.48	49,491
% Reduced	< 0.5%	< 0.5%	1%	< 0.5%	< 0.5%	3%	—	< 0.5%	3%	—	< 0.5%	3%	2%	2%	3%	2%	—	2%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	51.6	69.4	32.1	245	0.44	0.66	37.1	37.8	0.63	9.45	10.1	514	48,271	48,785	55.1	2.63	58.1	51,003
Mit.	51.5	69.4	31.9	244	0.43	0.64	37.1	37.8	0.62	9.45	10.1	497	47,502	47,999	53.2	2.58	58.1	50,156
% Reduced	< 0.5%	< 0.5%	1%	< 0.5%	< 0.5%	3%	—	< 0.5%	3%	—	< 0.5%	3%	2%	2%	3%	2%	—	2%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.41	12.7	5.87	44.6	0.08	0.12	6.77	6.90	0.12	1.72	1.84	85.1	7,992	8,077	9.12	0.43	9.63	8,444
Mit.	9.41	12.7	5.83	44.6	0.08	0.12	6.77	6.89	0.11	1.72	1.84	82.4	7,864	7,947	8.82	0.43	9.63	8,304
% Reduced	< 0.5%	< 0.5%	1%	< 0.5%	< 0.5%	3%	—	< 0.5%	3%	—	< 0.5%	3%	2%	2%	3%	2%	—	2%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	54.4	52.1	26.5	231	0.44	0.43	37.4	37.8	0.41	9.51	9.92	—	45,023	45,023	2.53	2.30	120	45,892
Area	4.35	24.7	0.41	43.8	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	123	123	0.01	< 0.005	—	123
Energy	0.32	0.16	2.71	1.24	0.02	0.22	—	0.22	0.22	—	0.22	—	5,624	5,624	0.66	0.05	—	5,655
Water	—	—	—	—	—	—	—	—	—	—	—	55.8	53.2	109	5.73	0.14	—	293
Waste	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Total	59.0	76.9	29.6	277	0.46	0.68	37.4	38.0	0.64	9.51	10.2	514	50,823	51,337	54.7	2.49	126	53,573
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	48.9	46.3	30.7	232	0.41	0.43	37.4	37.8	0.41	9.51	9.92	—	41,945	41,945	3.09	2.53	3.11	42,779
Area	0.00	20.6	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.32	0.16	2.71	1.24	0.02	0.22	—	0.22	0.22	—	0.22	—	5,624	5,624	0.66	0.05	—	5,655
Water	—	—	—	—	—	—	—	—	—	—	—	55.8	53.2	109	5.73	0.14	—	293
Waste	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Total	49.2	67.0	33.4	233	0.43	0.65	37.4	38.0	0.63	9.51	10.1	514	47,623	48,137	55.3	2.72	9.48	50,338
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	49.1	46.7	29.2	222	0.42	0.43	37.1	37.6	0.41	9.45	9.86	—	42,533	42,533	2.86	2.44	51.8	43,384
Area	2.14	22.6	0.20	21.6	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	60.5	60.5	< 0.005	< 0.005	—	60.7
Energy	0.32	0.16	2.71	1.24	0.02	0.22	—	0.22	0.22	—	0.22	—	5,624	5,624	0.66	0.05	—	5,655
Water	—	—	—	—	—	—	—	—	—	—	—	55.8	53.2	109	5.73	0.14	—	293
Waste	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Total	51.6	69.4	32.1	245	0.44	0.66	37.1	37.8	0.63	9.45	10.1	514	48,271	48,785	55.1	2.63	58.1	51,003

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.96	8.52	5.34	40.5	0.08	0.08	6.77	6.85	0.07	1.72	1.80	—	7,042	7,042	0.47	0.40	8.57	7,183
Area	0.39	4.12	0.04	3.95	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.0	10.0	< 0.005	< 0.005	—	10.0
Energy	0.06	0.03	0.49	0.23	< 0.005	0.04	—	0.04	0.04	—	0.04	—	931	931	0.11	0.01	—	936
Water	—	—	—	—	—	—	—	—	—	—	—	9.24	8.80	18.0	0.95	0.02	—	48.5
Waste	—	—	—	—	—	—	—	—	—	—	—	75.9	0.00	75.9	7.58	0.00	—	266
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.06	1.06
Total	9.41	12.7	5.87	44.6	0.08	0.12	6.77	6.90	0.12	1.72	1.84	85.1	7,992	8,077	9.12	0.43	9.63	8,444

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	54.4	52.1	26.5	231	0.44	0.43	37.4	37.8	0.41	9.51	9.92	—	45,023	45,023	2.53	2.30	120	45,892
Area	4.35	24.7	0.41	43.8	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	123	123	0.01	< 0.005	—	123
Energy	0.29	0.14	2.48	1.14	0.02	0.20	—	0.20	0.20	—	0.20	—	4,871	4,871	0.56	0.04	—	4,897
Water	—	—	—	—	—	—	—	—	—	—	—	39.1	36.8	75.8	4.01	0.10	—	205
Waste	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Total	59.0	76.9	29.4	276	0.46	0.66	37.4	38.0	0.63	9.51	10.1	497	50,054	50,551	52.9	2.44	126	52,727
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	48.9	46.3	30.7	232	0.41	0.43	37.4	37.8	0.41	9.51	9.92	—	41,945	41,945	3.09	2.53	3.11	42,779
Area	0.00	20.6	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.29	0.14	2.48	1.14	0.02	0.20	—	0.20	0.20	—	0.20	—	4,871	4,871	0.56	0.04	—	4,897
Water	—	—	—	—	—	—	—	—	—	—	—	39.1	36.8	75.8	4.01	0.10	—	205

Waste	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Total	49.1	67.0	33.1	233	0.43	0.63	37.4	38.0	0.61	9.51	10.1	497	46,853	47,351	53.5	2.67	9.48	49,491
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	49.1	46.7	29.2	222	0.42	0.43	37.1	37.6	0.41	9.45	9.86	—	42,533	42,533	2.86	2.44	51.8	43,384
Area	2.14	22.6	0.20	21.6	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	60.5	60.5	< 0.005	< 0.005	—	60.7
Energy	0.29	0.14	2.48	1.14	0.02	0.20	—	0.20	0.20	—	0.20	—	4,871	4,871	0.56	0.04	—	4,897
Water	—	—	—	—	—	—	—	—	—	—	—	39.1	36.8	75.8	4.01	0.10	—	205
Waste	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Total	51.5	69.4	31.9	244	0.43	0.64	37.1	37.8	0.62	9.45	10.1	497	47,502	47,999	53.2	2.58	58.1	50,156
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.96	8.52	5.34	40.5	0.08	0.08	6.77	6.85	0.07	1.72	1.80	—	7,042	7,042	0.47	0.40	8.57	7,183
Area	0.39	4.12	0.04	3.95	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.0	10.0	< 0.005	< 0.005	—	10.0
Energy	0.05	0.03	0.45	0.21	< 0.005	0.04	—	0.04	0.04	—	0.04	—	806	806	0.09	0.01	—	811
Water	—	—	—	—	—	—	—	—	—	—	—	6.47	6.09	12.6	0.66	0.02	—	33.9
Waste	—	—	—	—	—	—	—	—	—	—	—	75.9	0.00	75.9	7.58	0.00	—	266
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.06	1.06
Total	9.41	12.7	5.83	44.6	0.08	0.12	6.77	6.89	0.11	1.72	1.84	82.4	7,864	7,947	8.82	0.43	9.63	8,304

3. Construction Emissions Details

3.1. Site Preparation (2027) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.63	3.05	28.0	28.3	0.05	1.17	—	1.17	1.08	—	1.08	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement:	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.53	1.55	< 0.005	0.06	—	0.06	0.06	—	0.06	—	290	290	0.01	< 0.005	—	291
Dust From Material Movement:	—	—	—	—	—	—	1.08	1.08	—	0.55	0.55	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.28	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	48.1	48.1	< 0.005	< 0.005	—	48.2
Dust From Material Movement:	—	—	—	—	—	—	0.20	0.20	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.97	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	189	189	< 0.005	0.01	0.63	192
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.55	9.55	< 0.005	< 0.005	0.02	9.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	< 0.005	1.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.63	3.05	28.0	28.3	0.05	1.17	—	1.17	1.08	—	1.08	—	5,298	5,298	0.21	0.04	—	5,316

Dust From Material Movement:	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.53	1.55	< 0.005	0.06	—	0.06	0.06	—	0.06	—	290	290	0.01	< 0.005	—	291
Dust From Material Movement:	—	—	—	—	—	—	1.08	1.08	—	0.55	0.55	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.28	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	48.1	48.1	< 0.005	< 0.005	—	48.2
Dust From Material Movement:	—	—	—	—	—	—	0.20	0.20	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.97	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	189	189	< 0.005	0.01	0.63	192
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.55	9.55	< 0.005	< 0.005	0.02	9.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	< 0.005	1.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.15	3.36	0.01	0.13	—	0.13	0.12	—	0.12	—	813	813	0.03	0.01	—	816
Dust From Material Movement	—	—	—	—	—	—	1.13	1.13	—	0.45	0.45	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.58	0.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	135	135	0.01	< 0.005	—	135
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.06	1.10	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	217	217	< 0.005	0.01	0.72	220
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.6	24.6	< 0.005	< 0.005	0.04	24.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.06	4.06	< 0.005	< 0.005	0.01	4.12	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.4. Grading (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.15	3.36	0.01	0.13	—	0.13	0.12	—	0.12	—	813	813	0.03	0.01	—	816
Dust From Material Movement	—	—	—	—	—	—	1.13	1.13	—	0.45	0.45	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.58	0.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	135	135	0.01	< 0.005	—	135	
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.08	0.08	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.10	0.09	0.06	1.10	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	217	217	< 0.005	0.01	0.72	220	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.6	24.6	< 0.005	< 0.005	0.04	24.9	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.06	4.06	< 0.005	< 0.005	0.01	4.12	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.5. Building Construction (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	0.27	2.48	3.42	0.01	0.09	—	0.09	0.08	—	0.08	—	633	633	0.03	0.01	—	635
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.45	0.62	< 0.005	0.02	—	0.02	0.01	—	0.01	—	105	105	< 0.005	< 0.005	—	105
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.54	2.34	1.56	29.5	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,784	5,784	0.09	0.20	19.3	5,867
Vendor	0.09	0.06	3.79	0.69	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,733	2,733	< 0.005	0.41	5.65	2,861
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.19	2.12	1.99	23.1	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,207	5,207	0.13	0.22	0.50	5,275
Vendor	0.09	0.06	4.00	0.73	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,733	2,733	< 0.005	0.41	0.15	2,856
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.56	0.47	6.21	0.00	0.00	1.42	1.42	0.00	0.33	0.33	—	1,405	1,405	0.03	0.06	2.21	1,425
Vendor	0.02	0.02	1.05	0.19	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05	—	722	722	< 0.005	0.11	0.65	755
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.09	1.13	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	233	233	0.01	0.01	0.37	236
Vendor	< 0.005	< 0.005	0.19	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	120	120	< 0.005	0.02	0.11	125
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2027) - Mitigated

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

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

Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	0.27	2.48	3.42	0.01	0.09	—	0.09	0.08	—	0.08	—	633	633	0.03	0.01	—	635
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.45	0.62	< 0.005	0.02	—	0.02	0.01	—	0.01	—	105	105	< 0.005	< 0.005	—	105
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.54	2.34	1.56	29.5	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,784	5,784	0.09	0.20	19.3	5,867
Vendor	0.09	0.06	3.79	0.69	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,733	2,733	< 0.005	0.41	5.65	2,861
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.19	2.12	1.99	23.1	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,207	5,207	0.13	0.22	0.50	5,275

Vendor	0.09	0.06	4.00	0.73	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,733	2,733	< 0.005	0.41	0.15	2,856
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.56	0.47	6.21	0.00	0.00	1.42	1.42	0.00	0.33	0.33	—	1,405	1,405	0.03	0.06	2.21	1,425
Vendor	0.02	0.02	1.05	0.19	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05	—	722	722	< 0.005	0.11	0.65	755
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.09	1.13	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	233	233	0.01	0.01	0.37	236
Vendor	< 0.005	< 0.005	0.19	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	120	120	< 0.005	0.02	0.11	125
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2028) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.39	9.26	0.02	0.22	—	0.22	0.20	—	0.20	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.17	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.29	2.24	1.38	27.7	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,671	5,671	0.08	0.20	17.6	5,752
Vendor	0.09	0.06	3.57	0.66	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,669	2,669	< 0.005	0.41	5.11	2,797
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.10	1.88	1.79	21.6	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,106	5,106	0.12	0.22	0.46	5,173
Vendor	0.09	0.06	3.77	0.69	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,669	2,669	< 0.005	0.41	0.13	2,792
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.51	1.46	1.13	15.9	0.00	0.00	3.84	3.84	0.00	0.90	0.90	—	3,736	3,736	0.08	0.15	5.43	3,789
Vendor	0.06	0.04	2.67	0.48	0.01	0.01	0.48	0.50	0.01	0.13	0.14	—	1,912	1,912	< 0.005	0.30	1.58	2,001
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.27	0.21	2.90	0.00	0.00	0.70	0.70	0.00	0.16	0.16	—	619	619	0.01	0.03	0.90	627

Vendor	0.01	0.01	0.49	0.09	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	316	316	< 0.005	0.05	0.26	331
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2028) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.39	9.26	0.02	0.22	—	0.22	0.20	—	0.20	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.17	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.29	2.24	1.38	27.7	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,671	5,671	0.08	0.20	17.6	5,752
Vendor	0.09	0.06	3.57	0.66	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,669	2,669	< 0.005	0.41	5.11	2,797
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.10	1.88	1.79	21.6	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,106	5,106	0.12	0.22	0.46	5,173
Vendor	0.09	0.06	3.77	0.69	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,669	2,669	< 0.005	0.41	0.13	2,792
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.51	1.46	1.13	15.9	0.00	0.00	3.84	3.84	0.00	0.90	0.90	—	3,736	3,736	0.08	0.15	5.43	3,789
Vendor	0.06	0.04	2.67	0.48	0.01	0.01	0.48	0.50	0.01	0.13	0.14	—	1,912	1,912	< 0.005	0.30	1.58	2,001
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.27	0.21	2.90	0.00	0.00	0.70	0.70	0.00	0.16	0.16	—	619	619	0.01	0.03	0.90	627
Vendor	0.01	0.01	0.49	0.09	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	316	316	< 0.005	0.05	0.26	331
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2029) - Unmitigated

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

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

Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.22	1.93	2.90	0.01	0.06	—	0.06	0.06	—	0.06	—	539	539	0.02	< 0.005	—	541
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.35	0.53	< 0.005	0.01	—	0.01	0.01	—	0.01	—	89.3	89.3	< 0.005	< 0.005	—	89.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.21	2.01	1.18	26.0	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,576	5,576	0.08	0.20	15.8	5,654
Vendor	0.09	0.06	3.36	0.64	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,593	2,593	< 0.005	0.40	4.56	2,715
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.03	1.81	1.60	20.2	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,021	5,021	0.12	0.22	0.41	5,088

Vendor	0.09	0.06	3.54	0.67	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,593	2,593	< 0.005	0.40	0.12	2,711
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.41	0.35	4.65	0.00	0.00	1.21	1.21	0.00	0.28	0.28	—	1,154	1,154	0.02	0.05	1.54	1,170
Vendor	0.02	0.01	0.79	0.15	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	584	584	< 0.005	0.09	0.44	611
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.85	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	191	191	< 0.005	0.01	0.25	194
Vendor	< 0.005	< 0.005	0.14	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	96.6	96.6	< 0.005	0.01	0.07	101
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2029) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.22	1.93	2.90	0.01	0.06	—	0.06	0.06	—	0.06	—	539	539	0.02	< 0.005	—	541
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.35	0.53	< 0.005	0.01	—	0.01	0.01	—	0.01	—	89.3	89.3	< 0.005	< 0.005	—	89.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.21	2.01	1.18	26.0	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,576	5,576	0.08	0.20	15.8	5,654
Vendor	0.09	0.06	3.36	0.64	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,593	2,593	< 0.005	0.40	4.56	2,715
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.03	1.81	1.60	20.2	0.00	0.00	5.40	5.40	0.00	1.27	1.27	—	5,021	5,021	0.12	0.22	0.41	5,088
Vendor	0.09	0.06	3.54	0.67	0.02	0.02	0.68	0.70	0.02	0.18	0.20	—	2,593	2,593	< 0.005	0.40	0.12	2,711
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.41	0.35	4.65	0.00	0.00	1.21	1.21	0.00	0.28	0.28	—	1,154	1,154	0.02	0.05	1.54	1,170
Vendor	0.02	0.01	0.79	0.15	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.04	—	584	584	< 0.005	0.09	0.44	611
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.85	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	191	191	< 0.005	0.01	0.25	194

Vendor	< 0.005	< 0.005	0.14	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	96.6	96.6	< 0.005	0.01	0.07	101
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.67	0.95	< 0.005	0.03	—	0.03	0.03	—	0.03	—	145	145	0.01	< 0.005	—	145
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.04	0.83	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	162	162	< 0.005	0.01	0.54	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	0.02	14.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.37	2.37	< 0.005	< 0.005	< 0.005	2.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.67	0.95	< 0.005	0.03	—	0.03	0.03	—	0.03	—	145	145	0.01	< 0.005	—	145
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.17	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.04	0.83	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	162	162	< 0.005	0.01	0.54	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	0.02	14.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.37	2.37	< 0.005	< 0.005	< 0.005	2.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.03	0.20	0.27	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7
Architectural Coatings	—	7.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.23	5.23	< 0.005	< 0.005	—	5.25
Architectural Coatings	—	1.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.47	0.31	5.90	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,157	1,157	0.02	0.04	3.87	1,173
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.42	0.40	4.61	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,041	1,041	0.03	0.04	0.10	1,055
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.10	0.08	1.11	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	252	252	0.01	0.01	0.40	255
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	41.7	41.7	< 0.005	< 0.005	0.07	42.3	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.14. Architectural Coating (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.03	0.20	0.27	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7
Architectural Coatings	—	7.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.23	5.23	< 0.005	< 0.005	—	5.25
Architectural Coatings	—	1.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.47	0.31	5.90	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,157	1,157	0.02	0.04	3.87	1,173
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.42	0.40	4.61	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,041	1,041	0.03	0.04	0.10	1,055
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.10	0.08	1.11	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	252	252	0.01	0.01	0.40	255
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	41.7	41.7	< 0.005	< 0.005	0.07	42.3	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.15. Architectural Coating (2028) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.09	0.08	0.58	0.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.6	95.6	< 0.005	< 0.005	—	96.0
Architectural Coatings	—	23.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.11	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.8	15.8	< 0.005	< 0.005	—	15.9
Architectural Coatings	—	4.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.45	0.28	5.55	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,134	1,134	0.02	0.04	3.51	1,150
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.38	0.36	4.33	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,021	1,021	0.02	0.04	0.09	1,035
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.29	0.23	3.18	0.00	0.00	0.77	0.77	0.00	0.18	0.18	—	747	747	0.02	0.03	1.09	758
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.58	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	124	124	< 0.005	0.01	0.18	125
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2028) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.09	0.08	0.58	0.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.6	95.6	< 0.005	< 0.005	—	96.0
Architectural Coatings	—	23.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.11	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.8	15.8	< 0.005	< 0.005	—	15.9
Architectural Coatings	—	4.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.45	0.28	5.55	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,134	1,134	0.02	0.04	3.51	1,150
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.38	0.36	4.33	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,021	1,021	0.02	0.04	0.09	1,035
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.29	0.23	3.18	0.00	0.00	0.77	0.77	0.00	0.18	0.18	—	747	747	0.02	0.03	1.09	758
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.58	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	124	124	< 0.005	0.01	0.18	125	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.17. Architectural Coating (2029) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.79	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.79	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.03	0.20	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.7	33.7	< 0.005	< 0.005	—	33.8
Architectural Coatings	—	8.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.58	5.58	< 0.005	< 0.005	—	5.60
Architectural Coatings	—	1.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.40	0.24	5.20	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,115	1,115	0.02	0.04	3.17	1,131
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.32	4.05	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,004	1,004	0.02	0.04	0.08	1,018
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.08	1.04	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	259	259	0.01	0.01	0.35	262
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.19	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	42.9	42.9	< 0.005	< 0.005	0.06	43.5	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.18. Architectural Coating (2029) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.79	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.79	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	32.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.03	0.20	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.7	33.7	< 0.005	< 0.005	—	33.8
Architectural Coatings	—	8.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.58	5.58	< 0.005	< 0.005	—	5.60
Architectural Coatings	—	1.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.40	0.24	5.20	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,115	1,115	0.02	0.04	3.17	1,131
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.32	4.05	0.00	0.00	1.08	1.08	0.00	0.25	0.25	—	1,004	1,004	0.02	0.04	0.08	1,018
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.08	1.04	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	259	259	0.01	0.01	0.35	262
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.19	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	42.9	42.9	< 0.005	< 0.005	0.06	43.5	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	36.1	34.6	17.8	155	0.30	0.29	25.2	25.5	0.27	6.42	6.70	—	30,375	30,375	1.69	1.54	81.0	30,958
Retirement Community	2.11	2.03	1.01	8.80	0.02	0.02	1.40	1.42	0.02	0.36	0.37	—	1,695	1,695	0.10	0.09	4.51	1,728
Apartments Mid Rise	16.1	15.5	7.70	67.2	0.13	0.12	10.7	10.9	0.12	2.73	2.85	—	12,953	12,953	0.74	0.67	34.4	13,206
Total	54.4	52.1	26.5	231	0.44	0.43	37.4	37.8	0.41	9.51	9.92	—	45,023	45,023	2.53	2.30	120	45,892
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	32.5	30.7	20.6	155	0.28	0.29	25.2	25.5	0.27	6.42	6.70	—	28,296	28,296	2.06	1.70	2.10	28,855

Retirement Community	1.90	1.80	1.17	8.87	0.02	0.02	1.40	1.42	0.02	0.36	0.37	—	1,580	1,580	0.12	0.10	0.12	1,611
Apartments Mid Rise	14.5	13.7	8.92	67.8	0.12	0.12	10.7	10.9	0.12	2.73	2.85	—	12,070	12,070	0.91	0.74	0.89	12,313
Total	48.9	46.3	30.7	232	0.41	0.43	37.4	37.8	0.41	9.51	9.92	—	41,945	41,945	3.09	2.53	3.11	42,779
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	5.96	5.66	3.58	27.1	0.05	0.05	4.57	4.63	0.05	1.16	1.21	—	4,750	4,750	0.32	0.27	5.79	4,845
Retirement Community	0.35	0.33	0.20	1.54	< 0.005	< 0.005	0.25	0.26	< 0.005	0.06	0.07	—	265	265	0.02	0.02	0.32	271
Apartments Mid Rise	2.66	2.53	1.55	11.8	0.02	0.02	1.95	1.97	0.02	0.50	0.52	—	2,026	2,026	0.14	0.12	2.46	2,067
Total	8.96	8.52	5.34	40.5	0.08	0.08	6.77	6.85	0.07	1.72	1.80	—	7,042	7,042	0.47	0.40	8.57	7,183

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	36.1	34.6	17.8	155	0.30	0.29	25.2	25.5	0.27	6.42	6.70	—	30,375	30,375	1.69	1.54	81.0	30,958
Retirement Community	2.11	2.03	1.01	8.80	0.02	0.02	1.40	1.42	0.02	0.36	0.37	—	1,695	1,695	0.10	0.09	4.51	1,728
Apartments Mid Rise	16.1	15.5	7.70	67.2	0.13	0.12	10.7	10.9	0.12	2.73	2.85	—	12,953	12,953	0.74	0.67	34.4	13,206
Total	54.4	52.1	26.5	231	0.44	0.43	37.4	37.8	0.41	9.51	9.92	—	45,023	45,023	2.53	2.30	120	45,892

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	32.5	30.7	20.6	155	0.28	0.29	25.2	25.5	0.27	6.42	6.70	—	28,296	28,296	2.06	1.70	2.10	28,855
Retirement Community	1.90	1.80	1.17	8.87	0.02	0.02	1.40	1.42	0.02	0.36	0.37	—	1,580	1,580	0.12	0.10	0.12	1,611
Apartments Mid Rise	14.5	13.7	8.92	67.8	0.12	0.12	10.7	10.9	0.12	2.73	2.85	—	12,070	12,070	0.91	0.74	0.89	12,313
Total	48.9	46.3	30.7	232	0.41	0.43	37.4	37.8	0.41	9.51	9.92	—	41,945	41,945	3.09	2.53	3.11	42,779
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	5.96	5.66	3.58	27.1	0.05	0.05	4.57	4.63	0.05	1.16	1.21	—	4,750	4,750	0.32	0.27	5.79	4,845
Retirement Community	0.35	0.33	0.20	1.54	< 0.005	< 0.005	0.25	0.26	< 0.005	0.06	0.07	—	265	265	0.02	0.02	0.32	271
Apartments Mid Rise	2.66	2.53	1.55	11.8	0.02	0.02	1.95	1.97	0.02	0.50	0.52	—	2,026	2,026	0.14	0.12	2.46	2,067
Total	8.96	8.52	5.34	40.5	0.08	0.08	6.77	6.85	0.07	1.72	1.80	—	7,042	7,042	0.47	0.40	8.57	7,183

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	438	438	0.07	0.01	—	443

Retireme Community	—	—	—	—	—	—	—	—	—	—	—	—	373	373	0.06	0.01	—	376
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,394	1,394	0.23	0.03	—	1,407
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,204	2,204	0.36	0.04	—	2,226
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	438	438	0.07	0.01	—	443
Retireme nt Commun ity	—	—	—	—	—	—	—	—	—	—	—	—	373	373	0.06	0.01	—	376
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,394	1,394	0.23	0.03	—	1,407
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,204	2,204	0.36	0.04	—	2,226
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	72.5	72.5	0.01	< 0.005	—	73.3
Retireme nt Commun ity	—	—	—	—	—	—	—	—	—	—	—	—	61.7	61.7	0.01	< 0.005	—	62.3
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	231	231	0.04	< 0.005	—	233
Total	—	—	—	—	—	—	—	—	—	—	—	—	365	365	0.06	0.01	—	369

4.2.2. Electricity Emissions By Land Use - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	334	334	0.05	0.01	—	337
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,103	1,103	0.18	0.02	—	1,114
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,733	1,733	0.28	0.03	—	1,750
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	334	334	0.05	0.01	—	337
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,103	1,103	0.18	0.02	—	1,114
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,733	1,733	0.28	0.03	—	1,750
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	55.3	55.3	0.01	< 0.005	—	55.8
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	—	48.9	48.9	0.01	< 0.005	—	49.4
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	183	183	0.03	< 0.005	—	184
Total	—	—	—	—	—	—	—	—	—	—	—	—	287	287	0.05	0.01	—	290

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.02	0.01	0.21	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	249	249	0.02	< 0.005	—	249
Retirement Community	0.07	0.03	0.58	0.24	< 0.005	0.05	—	0.05	0.05	—	0.05	—	731	731	0.06	< 0.005	—	733
Apartments Mid Rise	0.22	0.11	1.92	0.82	0.01	0.16	—	0.16	0.16	—	0.16	—	2,440	2,440	0.22	< 0.005	—	2,447
Total	0.32	0.16	2.71	1.24	0.02	0.22	—	0.22	0.22	—	0.22	—	3,419	3,419	0.30	0.01	—	3,429
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.02	0.01	0.21	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	249	249	0.02	< 0.005	—	249
Retirement Community	0.07	0.03	0.58	0.24	< 0.005	0.05	—	0.05	0.05	—	0.05	—	731	731	0.06	< 0.005	—	733
Apartments Mid Rise	0.22	0.11	1.92	0.82	0.01	0.16	—	0.16	0.16	—	0.16	—	2,440	2,440	0.22	< 0.005	—	2,447
Total	0.32	0.16	2.71	1.24	0.02	0.22	—	0.22	0.22	—	0.22	—	3,419	3,419	0.30	0.01	—	3,429
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	41.2	41.2	< 0.005	< 0.005	—	41.3
Retirement Community	0.01	0.01	0.11	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	—	121	121	0.01	< 0.005	—	121

Apartment Mid Rise	0.04	0.02	0.35	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	404	404	0.04	< 0.005	—	405
Total	0.06	0.03	0.49	0.23	< 0.005	0.04	—	0.04	0.04	—	0.04	—	566	566	0.05	< 0.005	—	568

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.02	0.01	0.19	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	227	227	0.02	< 0.005	—	228
Retirement Community	0.06	0.03	0.53	0.23	< 0.005	0.04	—	0.04	0.04	—	0.04	—	674	674	0.06	< 0.005	—	676
Apartments Mid Rise	0.21	0.10	1.76	0.75	0.01	0.14	—	0.14	0.14	—	0.14	—	2,238	2,238	0.20	< 0.005	—	2,244
Total	0.29	0.14	2.48	1.14	0.02	0.20	—	0.20	0.20	—	0.20	—	3,139	3,139	0.28	0.01	—	3,147
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.02	0.01	0.19	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	227	227	0.02	< 0.005	—	228
Retirement Community	0.06	0.03	0.53	0.23	< 0.005	0.04	—	0.04	0.04	—	0.04	—	674	674	0.06	< 0.005	—	676
Apartments Mid Rise	0.21	0.10	1.76	0.75	0.01	0.14	—	0.14	0.14	—	0.14	—	2,238	2,238	0.20	< 0.005	—	2,244
Total	0.29	0.14	2.48	1.14	0.02	0.20	—	0.20	0.20	—	0.20	—	3,139	3,139	0.28	0.01	—	3,147
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Strip Mall	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	37.6	37.6	< 0.005	< 0.005	—	37.7
Retirement Community	0.01	0.01	0.10	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	—	112	112	0.01	< 0.005	—	112
Apartments Mid Rise	0.04	0.02	0.32	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	370	370	0.03	< 0.005	—	372
Total	0.05	0.03	0.45	0.21	< 0.005	0.04	—	0.04	0.04	—	0.04	—	520	520	0.05	< 0.005	—	521

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	16.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	3.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.35	4.10	0.41	43.8	< 0.005	0.03	—	0.03	0.02	—	0.02	—	123	123	0.01	< 0.005	—	123
Total	4.35	24.7	0.41	43.8	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	123	123	0.01	< 0.005	—	123
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	16.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	3.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	20.6	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	3.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.39	0.37	0.04	3.95	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0
Total	0.39	4.12	0.04	3.95	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.0	10.0	< 0.005	< 0.005	—	10.0

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	16.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	—	3.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.35	4.10	0.41	43.8	< 0.005	0.03	—	0.03	0.02	—	0.02	—	123	123	0.01	< 0.005	—	123
Total	4.35	24.7	0.41	43.8	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	123	123	0.01	< 0.005	—	123
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	16.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	3.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	20.6	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	3.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.39	0.37	0.04	3.95	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.0
Total	0.39	4.12	0.04	3.95	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.0	10.0	< 0.005	< 0.005	—	10.0

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	12.8	11.8	24.6	1.31	0.03	—	66.7
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	9.19	8.79	18.0	0.94	0.02	—	48.3
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	33.8	32.6	66.4	3.47	0.08	—	178
Total	—	—	—	—	—	—	—	—	—	—	—	55.8	53.2	109	5.73	0.14	—	293
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	12.8	11.8	24.6	1.31	0.03	—	66.7
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	9.19	8.79	18.0	0.94	0.02	—	48.3
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	33.8	32.6	66.4	3.47	0.08	—	178
Total	—	—	—	—	—	—	—	—	—	—	—	55.8	53.2	109	5.73	0.14	—	293
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.11	1.95	4.07	0.22	0.01	—	11.0
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	1.52	1.46	2.98	0.16	< 0.005	—	8.00

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	5.60	5.39	11.0	0.58	0.01	—	29.5
Total	—	—	—	—	—	—	—	—	—	—	—	9.24	8.80	18.0	0.95	0.02	—	48.5

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	8.94	8.24	17.2	0.92	0.02	—	46.7
Retireme nt Commun ity	—	—	—	—	—	—	—	—	—	—	—	6.44	6.07	12.5	0.66	0.02	—	33.7
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	23.7	22.5	46.1	2.43	0.06	—	124
Total	—	—	—	—	—	—	—	—	—	—	—	39.1	36.8	75.8	4.01	0.10	—	205
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	8.94	8.24	17.2	0.92	0.02	—	46.7
Retireme nt Commun ity	—	—	—	—	—	—	—	—	—	—	—	6.44	6.07	12.5	0.66	0.02	—	33.7
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	23.7	22.5	46.1	2.43	0.06	—	124
Total	—	—	—	—	—	—	—	—	—	—	—	39.1	36.8	75.8	4.01	0.10	—	205
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.48	1.36	2.84	0.15	< 0.005	—	7.73
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	1.07	1.01	2.07	0.11	< 0.005	—	5.59
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	3.92	3.72	7.64	0.40	0.01	—	20.6
Total	—	—	—	—	—	—	—	—	—	—	—	6.47	6.09	12.6	0.66	0.02	—	33.9

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	50.9	0.00	50.9	5.09	0.00	—	178
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	187	0.00	187	18.7	0.00	—	656
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	220	0.00	220	22.0	0.00	—	770
Total	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	50.9	0.00	50.9	5.09	0.00	—	178

Retirement	—	—	—	—	—	—	—	—	—	—	—	187	0.00	187	18.7	0.00	—	656
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	220	0.00	220	22.0	0.00	—	770
Total	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	8.43	0.00	8.43	0.84	0.00	—	29.5
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	31.0	0.00	31.0	3.10	0.00	—	109
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	36.4	0.00	36.4	3.64	0.00	—	127
Total	—	—	—	—	—	—	—	—	—	—	—	75.9	0.00	75.9	7.58	0.00	—	266

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	50.9	0.00	50.9	5.09	0.00	—	178
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	187	0.00	187	18.7	0.00	—	656
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	220	0.00	220	22.0	0.00	—	770
Total	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	50.9	0.00	50.9	5.09	0.00	—	178
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	187	0.00	187	18.7	0.00	—	656
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	220	0.00	220	22.0	0.00	—	770
Total	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,604
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	8.43	0.00	8.43	0.84	0.00	—	29.5
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	31.0	0.00	31.0	3.10	0.00	—	109
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	36.4	0.00	36.4	3.64	0.00	—	127
Total	—	—	—	—	—	—	—	—	—	—	—	75.9	0.00	75.9	7.58	0.00	—	266

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56	0.56

Retireme Community	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.02	2.02
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.80	3.80
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56	0.56
Retireme nt Commun ity	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.02	2.02
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.80	3.80
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Retireme nt Commun ity	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.33	0.33
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.63	0.63
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.06	1.06

4.6.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56	0.56
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.02	2.02
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.80	3.80
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56	0.56
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.02	2.02
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.80	3.80
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.37	6.37
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Retirement Community	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.33	0.33
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.63	0.63
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.06	1.06

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	4/1/2027	4/28/2027	5.00	20.0	—
Grading	Grading	4/29/2027	6/30/2027	5.00	45.0	—
Building Construction	Building Construction	8/19/2027	4/25/2029	5.00	440	—
Paving	Paving	7/1/2027	8/18/2027	5.00	35.0	—
Architectural Coating	Architectural Coating	9/2/2027	5/9/2029	5.00	440	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36

Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	534	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	89.8	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	107	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	534	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	89.8	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	107	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,395,063	465,021	135,000	45,000	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	30.0	0.00	—
Grading	—	—	135	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Strip Mall	0.00	0%
Retirement Community	—	0%
Apartments Mid Rise	—	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	204	0.03	< 0.005
2028	0.00	204	0.03	< 0.005
2029	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Strip Mall	7,973	7,973	7,973	2,910,182	35,410	35,410	35,410	12,924,604
Retirement Community	471	471	471	171,915	1,971	1,971	1,971	719,422
Apartments Mid Rise	3,599	3,599	3,599	1,313,650	15,061	15,061	15,061	5,497,303

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Strip Mall	7,973	7,973	7,973	2,910,182	35,410	35,410	35,410	12,924,604
Retirement Community	471	471	471	171,915	1,971	1,971	1,971	719,422
Apartments Mid Rise	3,599	3,599	3,599	1,313,650	15,061	15,061	15,061	5,497,303

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
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Retirement Community	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	150
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	552

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Retirement Community	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	150
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	552

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
1395063	465,021	135,000	45,000	—

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Strip Mall	784,087	204	0.0330	0.0040	776,304
Retirement Community	666,730	204	0.0330	0.0040	2,279,870
Apartments Mid Rise	2,493,832	204	0.0330	0.0040	7,613,456

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Strip Mall	597,368	204	0.0330	0.0040	708,191
Retirement Community	528,717	204	0.0330	0.0040	2,103,012
Apartments Mid Rise	1,974,069	204	0.0330	0.0040	6,982,192

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Strip Mall	6,666,527	154,680
Retirement Community	4,797,743	435,633
Apartments Mid Rise	17,655,692	1,841,220

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Strip Mall	4,666,569	77,340
Retirement Community	3,358,420	217,816
Apartments Mid Rise	12,358,985	920,610

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Strip Mall	94.5	—
Retirement Community	348	—
Apartments Mid Rise	408	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Strip Mall	94.5	—
Retirement Community	348	—
Apartments Mid Rise	408	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Retirement Community	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Retirement Community	Household refrigerators and/or freezers	R-134a	1,430	0.22	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Retirement Community	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Retirement Community	Household refrigerators and/or freezers	R-134a	1,430	0.22	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Land Use	Land use assumptions based on information provided by project applicant.
Construction: Construction Phases	Demolition not required. Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days
Construction: On-Road Fugitive Dust	All roads in project area are paved.
Construction: Architectural Coatings	Based on EDCAQMD guidance and compliance with Rule 215.
Operations: Vehicle Data	Trip Generation and VMT consistent with project-specific data from T. Kear Transportation.
Operations: Road Dust	All roads in project area are paved.
Operations: Hearths	Fireplaces not proposed.
Operations: Architectural Coatings	Based on EDCAQMD guidance and consistent with Rule 215.