CATEGORICAL EXEMPTION AND ENVIRONMENTAL ASSESSMENT

POLLO CAMPERO RESTAURANT
11863 VALLEY BOULEVARD
EL MONTE, CALIFORNIA 91732

LEAD AGENCY:

CITY OF EL MONTE
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION
11333 VALLEY BOULEVARD
EL MONTE, CALIFORNIA 91731

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
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AUGUST 1, 2024

ELMT 038

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APPENDICES (UNDER A SEPARATE COVER)

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CATEGORICAL EXEMPTION

TO: Los Angeles County Registrar Recorder
Los Angeles County Clerk, Main Office
12400 Imperial Highway
Norwalk, California 90650

FROM: City of El Monte
Community and Economic Development Department.
Planning Division
11333 Valley Boulevard
El Monte, California 91731

NAME: Pollo Campero Restaurant

ADDRESS: 11863 Valley Blvd, El Monte, California, 91732.

CITY/COUNTY: City of El Monte, Los Angeles County.

APPLICANT: VANDANA KELLAR, ARCHITECT, LEED AP

PROJECT: The City of El Monte, in its capacity as a Lead Agency, is undergoing a project that would demolish an existing 9,000 square foot commercial retail building and developing a 2,598 square foot drive-thru restaurant, Pollo Campero, with a 400 square foot outdoor dining area. The project site consists of approximately 23,582 square foot (0.54 acres) in land area. The address of the project site is 11863 Valley Boulevard in the City of El Monte. The Assessor's Parcel Number (APN) is 8565-013-005. The project site's land use designation *is Urban Multiuse*. The project site's current use is a dual-tenant commercial retail building. The former structure will be demolished to accommodate the new development and the driveway off Mountain View Road, closest to Valley Boulevard will be removed. The proposed project would include the redevelopment of the site into a drive-thru restaurant, new parking lot, new trash enclosure, and modification of the existing driveway entrances. The existing bus stop would remain. The new restaurant will operate Monday to Sunday from 9 AM to 10 PM and is anticipated to have 10 employees per shift.

EXEMPTION: The project qualifies as exempt pursuant to CEQA Guidelines Section 15332 (Class 32 Infill Development Exemption).

STATUS:

___ Ministerial (Section 21080 (b)(1); (Section No. _____);
___ Declared Emergency (Section 21080 (b)(3); (Section No. _____);
___ Emergency Project (Section 21080 (b)(4); (Section No. _____);
___ Statutory Exemption (Section No. _____);
√ Categorical Exemption (Section No. 15332, Infill Exemption).
___ The activity is not subject to CEQA (Section No. _____);
___ Other.

CITY CONTACT Debra Martinez, Assistant Planner
City of El Monte Community and Economic Development Department
Planning Division
11333 Valley Boulevard
El Monte, California 91731

Signature_____ Date: _____

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1. INTRODUCTION

The City of El Monte, in its capacity as a Lead Agency, is reviewing a proposed project that would involve the demolition of an existing 9,000 square foot commercial retail building and the subsequent development of a 2,598 square foot, drive-thru fast-food restaurant, Pollo Campero. The Pollo Campero project will include a new 2,598 square foot restaurant located towards the south property line. The new parking lot will located behind the restaurant and the drive-thru lane is located west of the restaurant. The project site consists of approximately 23,582 square foot (0.54 acres) in land area. The address of the project site is 11863 Valley Boulevard in the City of El Monte. The Assessor's Parcel Number (APN) is 8565-013-005. The project site's land use designation *is Urban Multiuse*. The project site's current use is a dual-tenant commercial retail building. The former structure will be demolished to accommodate the new development and the driveway off Mountain View Road, closest to Valley Boulevard will be removed. The proposed project would include the redevelopment of the site into a drive-thru restaurant, new parking lot, new trash enclosure, and modification of the existing driveway entrances. The existing bus stop would remain. The new restaurant will operate Monday to Sunday from 9:00 AM to 10:00 PM and is anticipated to have 10 employees per shift. Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Notice of Exemption (NOE) may be filed if the City of El Monte, in its capacity as the Lead Agency for the proposed project, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a NOE must contain the following information:

- A description of the proposed action or project;
- A finding that the proposed action or project is exempt, including a citation of the State CEQA Guidelines section or statute under which the project is found to be exempt; and,
- A brief statement in support of the finding.[1]

The analyses of potential impacts that support the Categorical Exemption's (CE's) findings are provided herein in Section 5.0, Findings Supporting the Applicable CEQA Exemption. This CE and the supporting environmental analysis represent the City's independent judgment and the position of the City of El Monte, in its capacity as the Lead Agency.

2. PROJECT LOCATION

The project site is located within the southeast portion of the City of El Monte. The City of El Monte is located in the San Gabriel Valley, approximately 13 miles east of downtown Los Angeles. The City of El Monte is bonded by the City of Arcadia and Temple City on the north, City of Rosemead on the west, Baldwin Park and unincorporated Los Angeles County on the east, and the City of South El Monte on the south. Regional access to El Monte is possible from two area freeways: the San Gabriel River Freeway (I-05), which extends along the City's east side in a north-south orientation and the San Bernardino Freeway (I-10) which transverse the central portion of the City in an east-west orientation.[2] The location of the City of El Monte in a regional context, is shown in Exhibit 1. A citywide map is provided in Exhibit 2 indicating the site's location in the City.

The project site is located on the northwest corner of Mountain View Road and Valley Boulevard. The site's address is 11863 Valley Boulevard. The Assessor's Parcel Number (APN) that is applicable to the project site

[1] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

[2] Google Maps and City of El Monte Zoning Map. Website accessed on June 20, 2024.

is 8565-013-005. The project site's coordinates are 34.06420 N, -118.02077 W. A local map is provided in Exhibit 3. An aerial photograph of the project site is shown in Exhibit 4.

3. ENVIRONMENTAL SETTING

The project site is located on a developed property. The existing site is a dual-tenant commercial building located in the center of the site with two parking lots on the front and the rear of the lot. The Pollo Campero project will include a new 2,598 square foot restaurant located towards the south property line. The new parking lot will located behind the restaurant and the drive-thru lane is located west of the restaurant. An aerial photograph of the project site is provided in Exhibit 4. The surrounding land uses include the following:[3]

- *North of the Site:* A single-family residence is located along the north property line. This area is zoned as *Medium Density-Multiple-Family Dwelling (R-3).*[4]
- *South of the Site:* Valley Boulevard extends along the project's south side. The Hong Kong Square, a commercial development is located further south, south of Valley Boulevard. This area is zoned as *Mixed Multiuse (MMU).*[5]
- *West of the Site:* The La Blanquita Market is located adjacent to the project site, on the west side (11859 Valley Blvd). This area is zoned as *General Commercial (C-3).*[6]
- *East of the Site:* Mountain View Road extends along the project site's east side. Further east, across Mountain View Road there is a commercial retail building. This area is zoned as *General Commercial (C-3).*[7]

The environmental setting of the project site and the surrounding area are summarized in Table 1.

Table 1 Environmental Setting

Location	Existing Use	Zoning Designation
Project Site	Dual-tenant Commercial Building	General Commercial (C-3)
North of the Site	Single-Family Residential	Medium Density Multi-Family Dwelling (R-3)
South of the Site	Valley Blvd & Commercial Development	Mixed Multiuse (MMU)
West of the Site	Grocery Store (La Blanquita Market)	General Commercial (C-3)
East of the Site	Mountain View Road & Commercial Building	General Commercial (C-3)

Source: Blodgett Baylosis Environmental Planning

[3] Google Maps and City of El Monte Zoning Map. Website accessed on June 20, 2024.

[4] Ibid.

[5] Ibid.

[6] Ibid.

[7] Ibid.

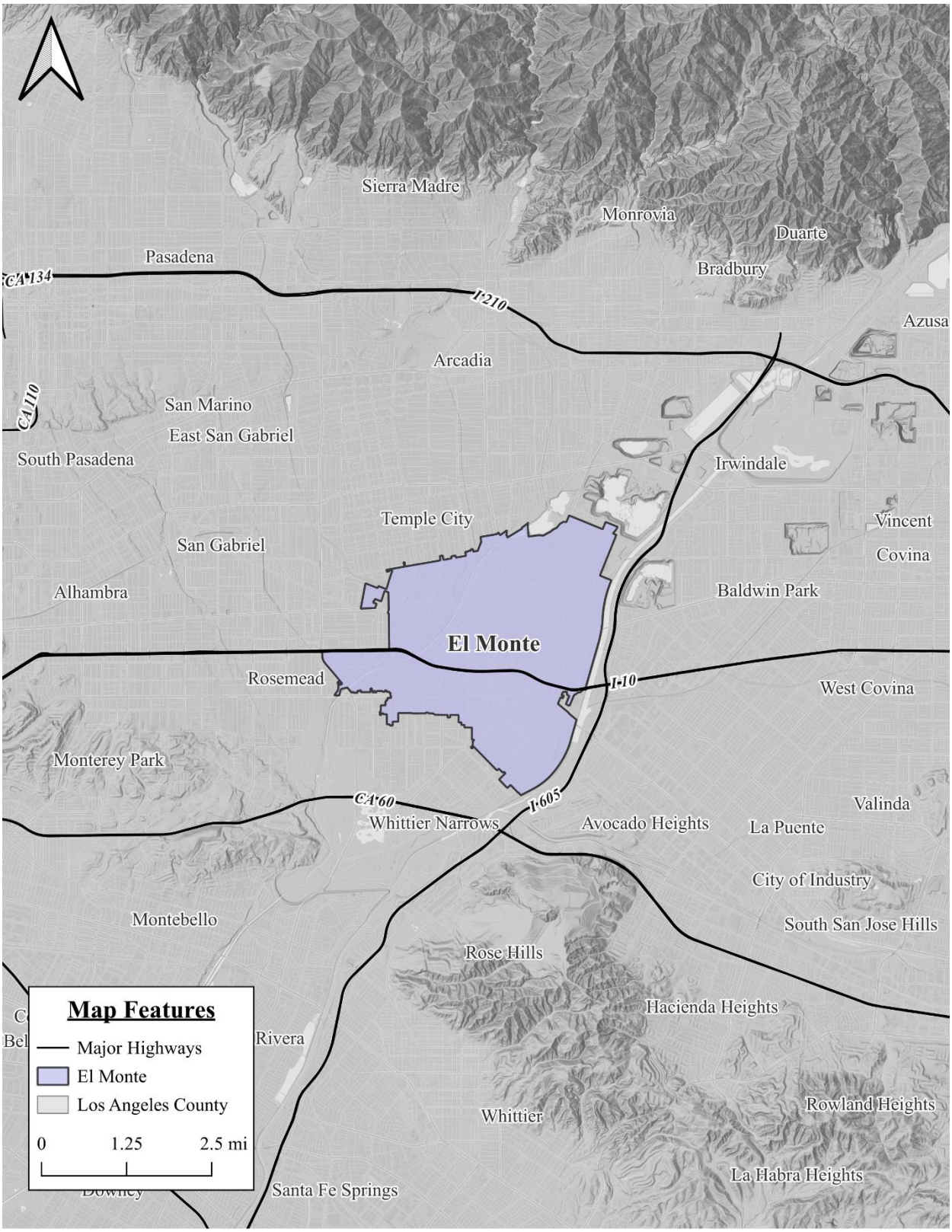


EXHIBIT 1 REGIONAL MAP

Source: Blodgett Baylosis Environmental Planning

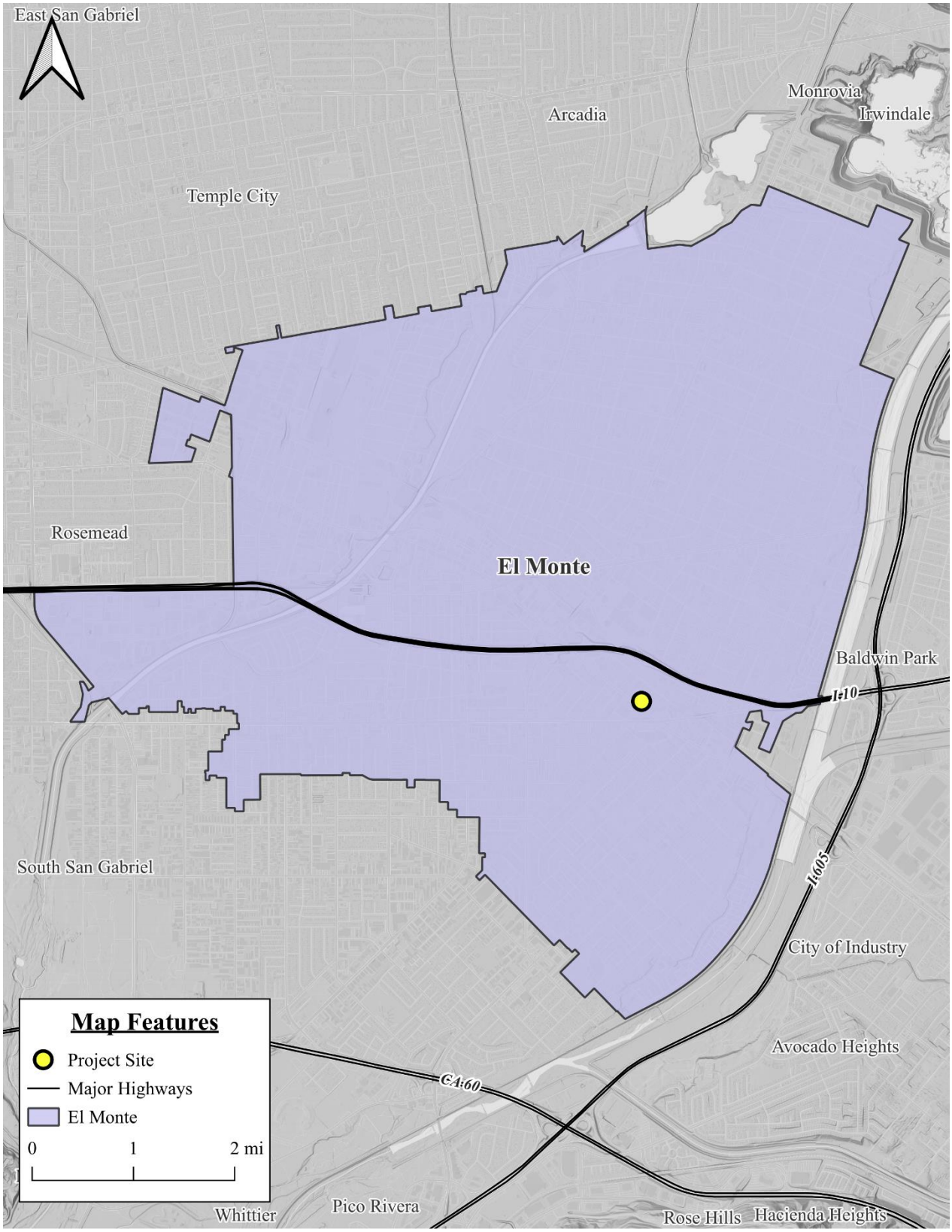


EXHIBIT 2 CITYWIDE MAP

Source: Blodgett Baylosis Environmental Planning

EXHIBIT 3 LOCAL MAP
Source: Blodgett Baylosis Environmental Planning

EXHIBIT 4 AERIAL PHOTOGRAPH
Source: Google Maps

EXHIBIT 5 ON-SITE PHOTOGRAPHS
Source: Blodgett Baylosis Environmental Planning

4. PROJECT DESCRIPTION

The Pollo Campero project involves demolition of a 9,000 square foot commercial retail building and the construction of a new 2,598 square foot fast food, drive-thru restaurant. A new parking lot will be developed at the rear of the building and the driveway on Mountain View Road, closest to Valley Boulevard will be closed. The driveway on Valley Boulevard will be designated one-way and will serve the drive-thru lane on the west of the site. The restaurant will be open from 9 AM to 10 PM from Monday through Sunday and is anticipated to have 10 employees per shift. The restaurant will have 6 tables and 9 booths as well as a 400 square foot outdoor patio for seating. The key project elements are summarized below:

- *Site Plan*. The proposed project would involve the construction of a new drive-thru restaurant within the 0.54-acre project site. Site coverage is 11% of the total site area. The existing structure would be demolished to accommodate the new building and other improvements. The new building will be located at the southern portion of the site, the new parking lot will be located on the portions of the site to the rear of the site, and the drive-thru is located west of the restaurant.
- *Restaurant*. The drive-thru fast food restaurant has a floor area of 2,598 with a 400 square foot outdoor seating area attached to the east of the restaurant. The drive-thru lane, order board, and window are located on the west side of the restaurant and can accommodate 7 vehicles. A total of 20 parking stalls are provided, including 2 ADA spaces and 4 Electric Vehicle Capable Spaces. A designated loading zone space is provided and is located in the north of the project site. There is also a new trash enclosure located next to the drive-thru lane which opens facing the driveway on Mountain View Road.
- *Access and Circulation*. Access to the proposed project would be provided by 1 driveway connection Mountain View Road located at the rear of the site that is 29-feet in width. A secondary one-way driveway is located on the southwest of the site and serves as the exit for the drive-thru. An additional connection to the adjacent property on the west is located on the opposite side of the driveway on Mountain View Road. Access to the drive-thru is at the rear of the site, adjacent to the connection to the adjacent property.
- *Parking*. *A* total of 19 parking spaces are required under the City's off-street parking requirements and 20 are provided. Of the total, 6 stalls and the loading zone are on the rear of the site and facing the north property line and the remaining 14 spaces 14 (including 2 ADA and 4 EV spaces) are in the center of the lot.
- *Landscaping*. Landscaped areas would total 5,997 square feet or approximately 25.4% of the site. Landscaping would be located around the parking lot and perimeter of the site. The landscaping would consist of 16 trees and 483 shrubs. The existing landscaping includes 3 trees, two of which would be removed, and one Ficus east of the project site would remain.
- *Utilities*. The proposed project will connect to an existing 4-inch water line and 18-inch sewer line in Mountain View Road.

The physical characteristics of the proposed project are summarized in are summarized in Table 2.

Table 2 Summary of Proposed Project

Building Type	Description
Site Plan	23,582 sq. ft. (0.54 acres)
Restaurant	2,589 sq. ft. Restaurant 400 sq. ft. Patio
Access and Circulation	2-Way driveway on Mountain View Road 1-Way driveway on Valley Boulevard Connection to adjacent west property
Parking	20 spaces, 2 ADA and 4 EV
Landscaping	5,997 sq. ft.
Utilities	Connections to water and sewer line in Mountain View Road

Source: PM Design.

The proposed site plan is shown in Exhibit 6.

5. CATEGORICAL EXEMPTION FINDINGS

The City of El Monte is required to make the following environmental findings in support of this Infill Exemption (refer to CEQA Guidelines §15332).[8] The analysis in support of the findings is summarized under each finding and where required, a more detailed technical analysis is provided in the Appendices.

- *Section 15332 (a)*. The project must be consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation and regulations (refer to Section 5.1).
- *Section 15332 (b)*. The proposed development site is located within the City limits on a project site of no more than five acres. The site is substantially surrounded by urban development (refer to Section 5.2).
- *Section 15332 (c)*. The project site has no value as habitat for endangered, rare or threatened species (refer to Section 5.3).
- *Section 15332 (d)*. The approval of the proposed project must not result in any significant effects relating to traffic, noise, air quality, or water quality (refer to Section 5.4).
- *Section 15332 (e)*. The approval of the proposed project must not result in any significant effects on utilities and public services. (refer to Section 5.5).
- *(Section 15300.2 [c][d][[e])*. In addition to the above requirements, the proposed infill project must not result in any significant adverse impacts that would include any of the following impacts outlined herein in Section 5.6:

[8] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 153332).

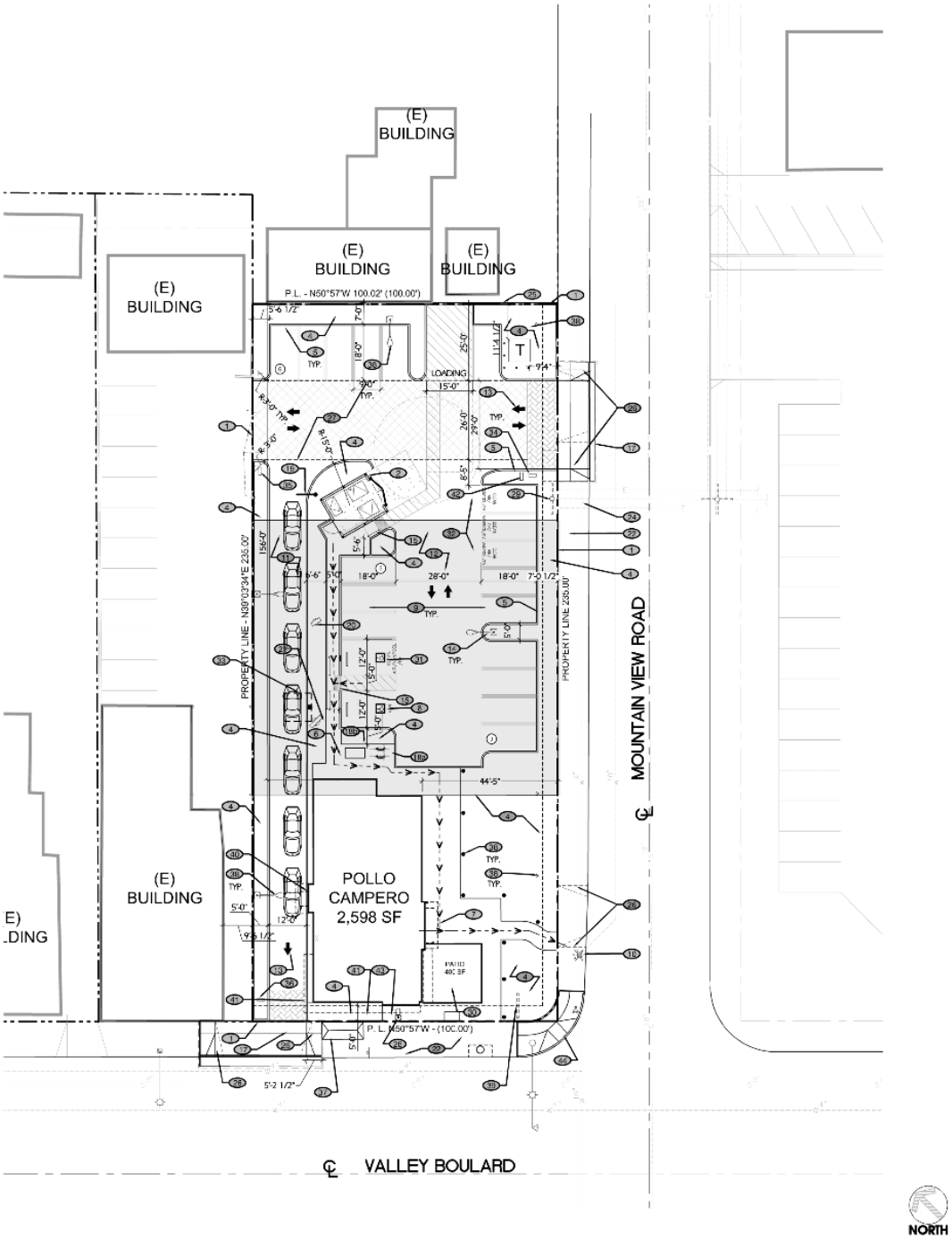


EXHIBIT 6 SITE PLAN
Source: PM Design

- The approval of the proposed project must not result in any dislocation impacts (refer to Section 5.6.1).
- The approval of the proposed project must not result in any impacts on sensitive environmental resources (refer to Section 5.6.2).
- The project must not impact scenic natural views (refer to Section 5.6.3).
- The project site is not located within an area, nor does it include a site, the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being on a Cortese site. (refer to Section 5.6.4).
- The proposed project would not result in any adverse impacts on historic resources (refer to Section 5.6.5).

- The proposed project would not require any permits or approvals from State responsible or trustee agencies (refer to Section 5.6.6).

FINDING 5.1. - LAND USE COMPATIBILITY (CEQA SECTION 15332 (A)

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be consistent with the applicable El Monte land use designations (General Plan and Zoning).

ENVIRONMENTAL ANALYSIS

The project site is located on a developed property. The existing site is a dual-tenant commercial retail building. The former retail building is centrally located within the site and is surrounded by hardscape surfaces. An aerial photograph of the project site is provided in Exhibit 4. Photographs of the project site are provided in Exhibit 5. The surrounding land uses include the following:[9]

- *North of the Site:* A single-family residence is located adjacent to the north property line. This area is zoned as *Medium Density-Multiple-Family Dwelling (R-3).*[10]
- *South of the Site:* Valley Boulevard extends along the project's south side. The Hong Kong Square, a commercial development is located further south, south of Valley Boulevard. This area is zoned as *Mixed Multiuse (MMU).*
- *West of the Site:* The La Blanquita Market is located adjacent to the project site, on the west side (11859 Valley Blvd). This area is zoned as *General Commercial (C-3).*[11]
- *East of the Site:* Mountain View Road extends along the project site's east side. Further east, across Mountain View Road there is a commercial retail building. This area is zoned as *General Commercial (C-3).*[12]

[9] Google Maps and City of El Monte Zoning Map. Website accessed on June 20, 2024.

[10] Ibid.

[11] Ibid.

[12] Ibid.

The proposed project would not require a zone change or general plan amendment. The proposed project and commercial use are consistent with the existing surrounding land uses and development. *The project is consistent with this finding and the impacts would be less than significant.*

FINDING 5.2 - PROJECT SITE SIZE (CEQA SECTION 15332 (B)

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located within the City limits on a project site of no more than five acres.

ENVIRONMENTAL ANALYSIS

The proposed project site is located within the southeast portion of the City of El Monte on a project site consisting of less than five acres. The proposed project would involve the construction of a new drive-thru fast food restaurant within the 0.54-acre project site. As indicated herein in Section 5.1, the site is surrounded by urban development. *Therefore, less than significant project impacts would result.*

FINDING 5.3 - HABITAT VALUE (CEQA SECTION 15332 (C)

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located on a site that has no value as habitat for endangered, rare or threatened species.

ENVIRONMENTAL ANALYSIS

The proposed project site in its entirety is fully developed with no areas of native and natural habitat. The site is covered-over in both impervious surfaces that includes the existing commercial building, surface pavement, and limited amount of landscaping. The project site's isolation from other natural open space areas limits its utility as a habitat or an animal migration corridor. The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. Constant disturbance from traffic on Valley Boulevard and Mountain View Road as well as other human activity further limits the site's utility as a sensitive habitat or migration corridor.[13] Since the site is located within an established urban area that extends along the Valley Boulevard corridor and lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted. No natural habitat is present in the area. *Therefore, less than significant project impacts would result.*

[13] Google Maps and City of El Monte Zoning Map. Website accessed on June 21, 2024.

FINDING 5.4 - SIGNIFICANT EFFECTS (TRAFFIC, NOISE, AIR, PUBLIC SERVICES AND UTILITIES) (CEQA SECTION 15332 (D)

5.4.1 TRAFFIC

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must not result in any significant effects relating to traffic. A significant traffic impact will be first determined by the number of vehicle trips that will be generated by the proposed project and the attendant vehicle miles travelled (VMT) impacts.

ENVIRONMENTAL ANALYSIS

Traffic Generation

The proposed project will be replacing a commercial retail building with a drive-thru restaurant. The trip generation for the proposed project has been developed using the rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Land Use Code 934 – "Fast Food Restaurant w/Drive-Thru." The new project will provide 20 spaces of on-site parking and have a drive-thru lane that can accommodate approximately 7 vehicles. Similarly, Land Use Code 882 – "Shopping Center with less than 40,000 sf" was used for the existing building. The net new project trip generation is summarized in Table 3.

Table 3 Project Trip Generation

Land Use	ITE Code	Quantity	AM Peak Hour	PM Peak Hour	Average Daily Traffic (ADT)
Proposed Fast Food Drive-thru Restaurant	ITE 934	2,598 sq. ft.	57	38	1,215
Pass-By-Reduction (50%-AM, 55%-PM)	--		-59	-48	-608
Proposed Project Trips			57	38	607
Shopping Center (<40k)	ITE 822	9,000 sq. ft.	2.36	38	-490
Net Additional Project Trips			36 trips	-22 trips	117 trips

As shown in Table 3, the project is anticipated to generate 117 net daily trips, with 36 more trip ends occurring during the AM (morning) peak hour and 22 less trip ends occurring during the PM (evening) peak hour. The project generates fewer than 100 new trips during either peak hour, therefore a full traffic study is not necessary.

Vehicle Miles Travelled

The City has adopted thresholds of significance for determining impacts related to vehicle miles traveled (VMT) consistent with the California Office of Planning and Research's Technical Advisory. The City's Transportation Impact Analysis (TIA) Guidelines are used to determine whether a project would adequately reduce total VMT, and as such, determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- *Transit Priority Area*. The project is not located within an existing or planned Transit Priority Area (TPA). Therefore, this screening criteria does not apply to this project.

- *Low VMT Area Screening*. The project is not located within a low VMT area. Therefore, this screening criteria does not apply to this project.
- *Project Type Screening*. If a retail project is less than 25,000 square feet and is local serving, a less than significant impact can be presumed. Local serving retail involves improving the convenience of obtaining goods or services close to home which can reduce vehicle travel. Since the proposed project entails a 2,598 square foot fast food restaurant with a drive-thru, this falls below the 25,000 square feet limit. Therefore, the project meets this criterion.

Based on the City's Guidelines, if the project meets one of the three screening criteria, a less than significant impact can be made and no further analysis is required. *Since the proposed project is only 2,598 square feet and below the 25,000 square foot ceiling, the trip generation and the VMT impacts resulting from the proposed project would be less than significant.*

5.4.2 NOISE

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to noise. A significant noise impact would potentially result if the proposed project would potentially impact noise sensitive land uses in the area or create noise levels that would exceed located noise regulations. Consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a significant impact related to noise would occur if a proposed project were determined to result in any of the following impacts:

- *Noise and Land Use Compatibility*. The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- *Ground-Borne Vibration Noise*. The generation of excessive ground-borne vibration or ground-borne noise levels; or
- *Aircraft/Airport Noise Exposure*. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels may also be expressed as dBA where an "A" weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived nose levels at lower frequencies. Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[14]

[14] Bugliarello, et. al., *The Impact of Noise Pollution,* Chapter 127, 1975.

Noise may be generated from a point source, such as machinery, or from a line source, such as a roadway segment containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as "spreading loss." Due to spreading loss, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.[15] Based on the principles of spreading loss noise levels would decrease by 6.0 dBA for every doubling distance beginning with the first 50 feet for point sources (speakers, construction equipment) and approximately 4.5 dBA over a soft surface such as vegetation. [16] Meanwhile, line sources (roadways, railroads) experience a 3.0 dBA reduction for every doubling of the distance. Objects that obstruct the line-of-sight between a noise source and a noise receptor reduce noise generated by or within the noise source. Operational noise is expected to decrease by an additional 6.0 dBA at the neighboring residential uses based on the principals of spreading loss.[17]

ENVIRONMENTAL ANALYSIS

The project site is located in an urbanized setting that contains both commercial and residential uses. The predominant source of noise in the area is related to traffic travelling on Valley Boulevard and Mountain View Road located adjacent to the site. The I-10 Freeway is also located north of the project site approximately 900 feet. An *Extec* Digital Sound Meter was used to conduct the on-site noise measurements. The noise levels were measured using the decibel (dB) metric. The dBA metric uses an "A" frequency weighting to allow for increased sensitivity during the night-time and early morning periods. For purposes of this analysis, the decibel (dB) metric and dBA metric should be considered the same. The noise meter was calibrated using an "A" weighting with the slow response setting.

A series of 100 discreet noise measurements were recorded on Thursday, June 27, 2024, at 9:54 AM within a 30-minute time period at the project site (11863 Valley Boulevard). The average ambient noise level was recorded at 65.9 dBA, with the main source of ambient noise coming from street traffic travelling on Valley Boulevard and Mountain View Road. Table 4 indicates the variation in noise levels over time during the measurement period. For example, the L_{50} represents the noise levels that were exceeded during the measurement period 50 percent of the time (half the time the noise level exceeded this level and half the time the noise level was less than this level). The median ambient exterior noise level (L_{50}) was 65.3 dBA at the measurement location. The relatively high noise levels shown in Table 4 was from traffic on Valley Boulevard and Mountain View Road.

[15] United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual.* Report dated September 2018.

[16] Ibid.

[17] United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual.* Report dated September 2018.

Table 4 Noise Measurement Results

Noise Metric	Noise Level (dBA)
L_{max} (Maximum Noise Level)	78.0 dBA
L^{99} (Noise levels <99% of time)	76.2 dBA
L^{90} (Noise levels <90% of time)	70.4 dBA
L^{75} (Noise levels <75% of time)	67.9 dBA
Median Noise Level	65.3 dBA
L_{min} (Minimum Noise Level)	60.7 dBA
Average Noise Level	65.9 dBA

Source: Blodgett Baylosis Environmental Planning

Noise and Land Use Compatibility Impacts.

The El Monte Municipal Code establishes the following noise level standards for commercial and multiuse land uses: 65 dBA between the hours of 7:00 AM and 10:00 PM and 60 dBA between 10:00 PM and 7:00 AM. City noise standards indicates that these levels are not exceeded by 10 dBA for a cumulative period of one minute in an hour, or by 15 dBA for any period of time (less than one minute in an hour). The City also limits the use of power construction tools or equipment to certain timeframes, unless performing emergency work.

Ground-Borne Vibration Noise

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.[18] In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. The City's Municipal Code, Title 8 Health and Safety, Chapter 8.36 Noise Control, 8.36.050 Special Noise Sources, states: "It is unlawful for any person within the city to operate power construction tools or equipment in the performance of any outside construction or repair work on buildings, structures, or projects in or adjacent to a residential area, except between the hours of 6:00 AM to 7:00 PM, Monday through Friday or between the hours of eight a.m. and seven p.m. on Saturday and Sunday. The project contractors would be required to adhere to the City's Noise Ordinance. Construction noise would include noise emanating from equipment such as backhoes, dozers, or graders. This noise would be attenuated by the exterior walls of the adjacent sensitive receptors, which would contribute to a reduction of up to 20 dBA with closed windows and a reduction of 10 dBA with open windows.[19] In addition, the nearest sensitive receptor is adjacent to the north of the site. Adherence to the aforementioned Noise Ordinance requirements would ensure construction noise is kept to levels that are less than significant. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the

[18] USEPA, Protective Noise Levels. 1971.

[19] California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors*. Report dated 2013.

construction site.

The proposed drive-thru fast food restaurant's future patrons would be required to adhere to all pertinent City noise regulations. Furthermore, the traffic associated with the proposed project would not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). The noise associated from vehicles in the drive-thru lane is not anticipated to be louder than the ambient noise of traffic travelling on Valley Boulevard and Mountain View Road. *As a result, the traffic noise impacts resulting from the proposed project would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Aircraft/Airport Noise Exposure

The closest airport to the project site is the San Gabriel Valley Airport, located roughly 1.6 miles to the northeast of the project site.[20] Generally, the noise produced from this airport is less than the noise jets from larger commercial airports produce. Based on the City's General Plan Noise Contours map, the proposed site is within a 65 dBA contour which is acceptable for commercial uses.[21] *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

5.4.3 AIR QUALITY

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to air quality. The *South Coast Air Quality Management District (SCAQMD)* has jurisdiction over a 10,743 square-mile area that includes Orange County, Los Angeles County (except for Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County. The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act. In addition, the SCAQMD is responsible for ensuring that the more stringent California Clean Air standards are met. The SCAQMD is responsible for the formulation and implementation of a long-range plan referred to as the Air Quality Management Plan or AQMP that indicates how these objectives would be met. Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM10;
- 55 pounds per day of PM2.5; or,
- 150 pounds per day of sulfur oxides.

[20] Google Maps. Website accessed on June 21, 2024.

[21] City of El Monte. *City of El Monte General Plan, Public Health and Safety Element, June 2023*

The proposed project would have a significant long-term impact on air quality if any of the operational emission significance thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.[22]

ENVIRONMENTAL ANALYSIS

The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2022.1.1.24). As shown in Table 5, the daily construction emissions would not exceed the SCAQMD significance thresholds. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod V.2022.1.1.24) developed for the SCAQMD (these CalEEMod computer worksheets are attached as an Appendix to this CE. The project's construction period would include the demolition of the existing service station building, motel and the installation of the proposed neighborhood park improvements. As shown in Table 5, daily construction emissions would not exceed the SCAQMD's significance thresholds and represents a maximum-case scenario. Therefore, the maximum daily construction-related emissions would be less than significant. The Applicant would be required to ensure that the contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors would be responsible for being familiar with and implementing any pertinent best available control measures. As a result, the project would not result in significant impacts in this regard.

Table 5 Estimated Daily Construction Emissions (lbs./day)

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**6.11**	**10.1**	**10.5**	**0.02**	**1.94**	**1.12**
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.24.

Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. These impacts would continue over the operational life of the project. The main source of operational emissions is mobile sources related to the drive-thru restaurant. Table 6 depicts the estimated project operational emissions related to the project's operation. As indicated in Table 6 the projected maximum long-term emissions are below thresholds considered to represent a significant impact.

[22] South Coast Air Quality Management District. *Final 2016 Air Quality Plan [AQMP].* Adopted March 2017.

Table 6 Estimated Operational Emissions (lbs./day)

Emission Source	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Mobile	5.09	3.85	40.0	8.51	2.20
Area	0.08	--	0.11	<0.005	<0.005
Energy	<0.005	0.08	0.07	0.01	0.01
Total	5.18	3.93	40.2	8.52	2.21
Daily Thresholds	55	55	550	150	55
Significant Impact?	No	No	No	No	No

Source: CalEEMod V.2022.1.1.24.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The nearest noise sensitive receptors to the project site are the single family that extend along the project site's northern side. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) emissions at a fixed location and do not include off-site or area-wide emissions. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction; PM_{10} emissions from construction; and $PM_{2.5}$ emissions from construction. For purposes of the LST analysis, the receptor distance used was 25 meters since the nearest sensitive receptor abuts the project site on the north sides.

Table 7 Local Significance Thresholds Exceedance SRA 9 for 1-acre sites

Emissions	Project Emissions (lbs./day)	Type	Allowable Emissions Threshold (lbs./day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	**500**
NO_x	**10.1/--**	Construction/Operation	**89**	112	159	251	489
CO	**10.5/0.03**	Construction/ Operation	**861**	1,082	1,496	2,625	7,500
PM_{10}	**1.12**	Construction	**5**	14	34	75	199
PM_{10}	**8.52**	Operation	**2**	4	9	19	48
$PM_{2.5}$	**1.12**	Construction	**3**	5	9	22	94
$PM_{2.5}$	**2.21**	Operation	**1**	2	3	6	23

Source: CalEEMod V.2022.1.1.24

As shown in the Table 7, the proposed project would not result in an exceedance in LSTs. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

5.4.4 WATER QUALITY

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to water quality. A significant water quality impact would potentially result if the proposed project would result in water pollution impacts on-site or offsite during construction or operations.

ENVIRONMENTAL ANALYSIS

The proposed project's construction would not violate any water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. Construction of the proposed project would not include any significant new include grading, excavation, and other earthmoving activities that have the potential to cause erosion that would subsequently degrade water quality and/or violate water quality standards. As required by the Clean Water Act, the contractors/developer must comply with the Los Angeles County Municipal Separate Storm Sewer (MS4) National Pollution Discharge Elimination System (NPDES) Permit. The NPDES MS4 Permit Program, which is administered in the project area by the County of Los Angeles Regional Water Quality Control Board (RWQCB), regulates storm water and urban runoff discharges from developments to natural and constructed storm drain systems in the City. The contractor/developer would be required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity. The implementation of the proposed project would not result in a violation in water quality standards or discharge requirements because the project contractors would be required to implement the operational Best Management Practices (BMPs) identified in the Erosion and Sediment Control Plan during construction and the operational BMPs identified in the Non-priority Water Quality Management Plan (NP-WQMP), for reducing runoff and potential contaminants. *Adherence to the aforementioned City mandated requirements ensure that impacts remain less than significant. The project is consistent with this finding and the environmental impacts would be less than significant.*

FINDING 5.5 - SIGNIFICANT EFFECTS ON UTILITIES AND PUBLIC SERVICES (CEQA SECTION 15332 (E)

5.5.1 UTILITIES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to utilities. A significant impact on utilities would potentially result if the proposed project would require new utilities or service systems to accommodate potential demand.

ENVIRONMENTAL ANALYSIS

Sewers and Wastewater Treatment

The City of El Monte's Sewer Division is responsible for the collection of wastewater within the City's limits and delivery to the trunk sewer mains of Los Angeles County Sanitation District (LACSD). The collected wastewater flows south towards the Los Coyotes Water Reclamation Plant of LACSD in the city of Cerritos.

The LACSD is responsible for all trunk sewer line and treatment. The Los Coyotes Water Reclamation Plant has a design capacity of 37.5 mgd. The proposed project would generate less wastewater than the existing building by 692 gallons per day according to Table 8. As such, the proposed project would not result in or require the construction of new or expanded wastewater treatment facilities. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Table 8 Projected Wastewater Generation

Project Element	Generation Rate	Project Generation
Fast-Food Restaurant (2,598 sq. ft.)	0.080 gals./day/sq. ft.	207.8 gals./day
Existing Retail Commercial (9,000 sq. ft.)	0.1 gals./day/sq. ft.	900 gals./day
Net Loss		**692.2 gals. /day**

Source: Blodgett Baylosis Environmental Planning

Water

The proposed project will connect to the existing water lines located in Mountain View Road. Water service is provided to the project site through the San Gabrial Valley Company which obtains water from the Main San Gabriel Groundwater Basin and the Central Groundwater Basin. The company can also import water from the Metropolitan Water District of Southern California as well as other agencies in emergencies. The proposed project is anticipated to consume 311.8 gallons of water on a daily basis as shown in Table 9. According to Table 9, the existing development is estimated to consume 1,350 gallons of water per day. When considering the existing development, the net decrease would be 1,038.2 gallons per day. *Therefore, project impacts would be less than significant.*

Table 9 Projected Water Consumption

Project Element	Unit	Factor	Generation
Fast-Food Restaurant	2,598 sq. ft.	0.120 gallons/sq. ft./day	311.8 gals/day
Existing Retail Commercial	9,000 sq. ft.	0.15 gallons/sq. ft./day	1,350 gals/day
Net Loss			**1,038.2 gals/day**

Source: Blodgett Baylosis Environmental Planning

Stormwater

The project site is located in an urbanized setting that contains commercial and residential uses. Overall, the amount of impervious surfaces would slightly decrease. The existing storm drain system in the project site area uses sheet flow for the entire site. Surface flow on both parking lots is conveyed to the adjacent roads into public catch basins. The proposed project would include a storm drain system to collect, treat, and convey stormwater into an underground infiltration system. Runoff will enter catch basins in multiple locations in the parking lots, proposed landscaping, and drive aisle where it will be treated via a CDS hydrodynamic separator unit that removes sediment and pollutants before being discharged into an

underground infiltration unit in the center of the parking lot. In case of overflow, the infiltration unit will have an overflow pipe connecting to the parkway drain along Mountain View Road. The results of the hydrology study conclude the infiltration unit will have the capacity to carry the 85th percentile storm event flow.[23] *Therefore, project impacts would be less than significant.*

Solid Waste Collection

The proposed drive-thru fast food restaurant would result in 269 fewer pounds of daily solid waste generation compared to the existing use according to Table 10. The proposed project would involve the installation of a new trash enclosure within the parking lot. *Therefore, project impacts would be less than significant.*

Table 10 Projected Solid Waste Generation

Project Element	Unit	Factor	Generation
Fast-Food Restaurant	2,598 sq. ft.	42 lbs./1000 sq. ft./day	109.1 lbs./day
Existing Retail Commercial	9,000 sq. ft.	42 lbs./1000 sq. ft./day	378 lbs./day
Net Loss			**269 lbs./day**

Source: Blodgett Baylosis Environmental Planning

5.5.2 PUBLIC SERVICES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to public services. A significant impact on public services would potentially result if the proposed project would require new facilities or increased services to accommodate potential demand.

ENVIRONMENTAL ANALYSIS

Fire Department

Fire protection and emergency medical services in the City of El Monte are provided by the Los Angeles County Fire Department (LACFD), who is contracted with the city. Services include fire suppression, emergency medical, rescue and fire prevention, and hazardous materials coordination services. The City is located within the service boundaries of Battalion 10. The first response station to the project site is Sation No. 168, located at 3207 Cogswell Road in the City of El Monte. [24] The proposed project would not negatively impact fire protection services since the new restaurant would be constructed in accordance with current fire and building codes. As part of the project review process, the LACFD would review the new fast food restaurant development and make recommendations for fire protection services. The fast food restaurant would not result in the need for construction associated with an expansion of existing or development of a new fire station. Therefore, the project would result in less than significant impacts related to fire protection

[23] KPFF Consulting Engineers. *Hydrology Study Pollo Campero El Monte*. March 12, 2024
[24] Los Angeles County Fire Department. *Fire Stations*.

services. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Law Enforcement

Policing services are provided by the El Monte Police Department (EMPD). The project's design would include lighting of parking lots, entry-ways, and pedestrian common areas for site security purposes. To ensure that police protection considerations are incorporated into the design, prior to issuance of the building permit, the EMPD would be provided the opportunity to review and comment upon improvement plans in order to facilitate opportunities for improved emergency access and response. According to the City's General Plan EIR, the City's average response for Priority calls is 4 minutes and 40 seconds.[25] There are no existing deficiencies in police protection services within the City. The proposed project is not anticipated to interfere with or generate traffic that will interfere with any identified police patrol routes, though no information on police patrol routes was found. The proposed project would not result in the need for new or physically altered police protection facilities. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Schools

The nearest school to the project site is Payne Elementary School located approximately 800 feet south. Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. The proposed fast food restaurant development will be required to pay school impact fees. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Parks and Recreation

The nearest park to the project site is Mountain View Park located approximately 0.52 miles to the south of the project site. The proposed project will not result in any local increase in residential development (directly or indirectly) that could potentially impact park facilities. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

[25] City of El Monte. Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, Section 5.11.2 Police Protection. May 2011.

FINDING 5.6 - SIGNIFICANT EFFECTS RELATED TO INFILL DEVELOPMENT PROJECTS CEQA SECTION 15300 (C)(D)(E)

FINDING 5.6.1. - DISLOCATION

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to the displacement or dislocation of an existing population group. The emphasis is on the displacement of housing, especially affordable housing.

ENVIRONMENTAL ANALYSIS

The project site is currently occupied by a dual-tenant commercial retail building. The proposed fast food restaurant would replace the existing use. The proposed project would be limited to the project site and no dislocation of off-site structural improvements would be required to accommodate the proposed project. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

FINDING 5.6.2. - SENSITIVE ENVIRONMENTAL RESOURCES

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located on a site that has no impact on sensitive environmental resources.

ENVIRONMENTAL ANALYSIS

The project site is located in an urbanized setting and the surrounding properties contain commercial and residential uses. The proposed project site in its entirety is fully developed with no areas of native and natural habitat. The site is covered over in both impervious surfaces that includes an existing building (a former service station building) and surface pavement and landscaped areas. The project site's isolation from other natural open space areas limits its utility as a habitat or an animal migration corridor. The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. Constant disturbance from traffic, especially on Valley Boulevard and Mountain View Road, and other human activity in the area further limits the site's utility as a sensitive habitat or migration corridor.[26] Since the site is within an established urban area that extends along the Valley Boulevard corridor and lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

[26] Google Maps and City of El Monte Zoning Map. Website accessed on June 20, 2024.

FINDING 5.6.3. - SCENIC NATURAL VIEWS

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to a significant impact on a scenic vista. A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public.

ENVIRONMENTAL ANALYSIS

The project site is located in an urbanized setting that contains commercial and residential uses. No scenic natural resources or scenic corridor would be affected by the proposed project. Because of the nature of the proposed project (a fast food restaurant), no alteration of the views would occur. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

FINDING 5.6.4. - CORTESE LISTING

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not be located on a property that has been identified by the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection as being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

ENVIRONMENTAL ANALYSIS

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control EnviroStor website to identify whether the project site is listed in the database as a Cortese site.[27] The search indicates the project site is not located on a Cortese site. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

FINDING 5.6.5. - HISTORIC RESOURCES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to the historic resources. According to CEQA, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

[27] California, State of. Department of Toxic Substances Control. https://www.envirostor.dtsc.ca.gov/public/map/

- The proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
- The proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- The proposed project would disturb any human remains, including those interred outside of formal cemeteries.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California Register of Historical Resources (CRHR) is a listing of all properties considered to be significant historical resources in the state. The California Register includes all properties listed or determined eligible for listing on the National Register, including properties evaluated under Section 106, and State Historical Landmarks No. 770 and above. The California Register statute specifically provides that historical resources listed, determined eligible for listing on the California Register by the State Historical Resources Commission, or resources that meet the California Register criteria are resources which must be given consideration under CEQA. Other resources, such as resources listed on local registers of historic resources or in local surveys, may be listed if they are determined by the State Historic Resources Commission to be significant.

ENVIRONMENTAL ANALYSIS

The project site is not included on the City's list of designated historic resources. *Thus, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

FINDING 5.6.6. - STATE TRUSTEE OR RESPONSIBLE AGENCY APPROVAL

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not require any approvals from a State responsible or trustee agency.

ENVIRONMENTAL ANALYSIS

The proposed project would not require any review by a state trustee or responsible agency. No encroachment permit to a State Highway would be required as part of the proposed project's implementation. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

CONCLUSIONS

Based on the analysis provided in this Categorical Exemption, the project meets and complies with the conditions and requirements of Class 32 (Infill Exemption) and would not have any significant environmental impacts.

ELMT 038 Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	ELMT 038
Construction Start Date	1/1/2025
Operational Year	2026
Lead Agency	City of El Monte
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	18.2
Location	34.06440415544376, -118.02066332223781
County	Los Angeles-South Coast
City	El Monte
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4193
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.25

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

Fast Food Restaurant with Drive Thru	2.60	1000sqft	0.06	2,598	5,997	—	—	—
Parking Lot	20.0	Space	0.48	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-9	Use Dust Suppressants
Construction	C-10-A	Water Exposed Surfaces

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.	6.14	6.11	5.16	7.02	0.01	0.22	0.23	0.42	0.20	0.05	0.23	—	1,333	1,333	0.05	0.01	0.89	1,339
Mit.	6.14	6.11	5.16	7.02	0.01	0.22	0.23	0.42	0.20	0.05	0.23	—	1,333	1,333	0.05	0.01	0.89	1,339
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.33	1.12	10.1	10.5	0.02	0.46	5.41	5.87	0.43	2.59	3.02	—	1,812	1,812	0.08	0.12	0.06	1,819
Mit.	1.33	1.12	10.1	10.5	0.02	0.46	1.48	1.94	0.43	0.69	1.12	—	1,812	1,812	0.08	0.12	0.06	1,819
% Reduced	—	—	—	—	—	—	73%	67%	—	73%	63%	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.30	0.26	1.70	2.28	< 0.005	0.07	0.07	0.14	0.06	0.02	0.09	—	441	441	0.02	0.01	0.04	443
Mit.	0.30	0.26	1.70	2.28	< 0.005	0.07	0.05	0.12	0.06	0.01	0.08	—	441	441	0.02	0.01	0.04	443
% Reduced	—	—	—	—	—	—	31%	16%	—	47%	12%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.05	0.31	0.42	< 0.005	0.01	0.01	0.03	0.01	< 0.005	0.02	—	73.0	73.0	< 0.005	< 0.005	0.01	73.4
Mit.	0.05	0.05	0.31	0.42	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	73.0	73.0	< 0.005	< 0.005	0.01	73.4
% Reduced	—	—	—	—	—	—	31%	16%	—	47%	12%	—	—	—	—	—	—	—

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	6.14	6.11	5.16	7.02	0.01	0.22	0.23	0.42	0.20	0.05	0.23	—	1,333	1,333	0.05	0.01	0.89	1,339
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.33	1.12	10.1	10.5	0.02	0.46	5.41	5.87	0.43	2.59	3.02	—	1,812	1,812	0.08	0.12	0.06	1,819
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.30	0.26	1.70	2.28	< 0.005	0.07	0.07	0.14	0.06	0.02	0.09	—	441	441	0.02	0.01	0.04	443
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	0.05	0.31	0.42	< 0.005	0.01	0.01	0.03	0.01	< 0.005	0.02	—	73.0	73.0	< 0.005	< 0.005	0.01	73.4

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	6.14	6.11	5.16	7.02	0.01	0.22	0.23	0.42	0.20	0.05	0.23	—	1,333	1,333	0.05	0.01	0.89	1,339
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.33	1.12	10.1	10.5	0.02	0.46	1.48	1.94	0.43	0.69	1.12	—	1,812	1,812	0.08	0.12	0.06	1,819
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.30	0.26	1.70	2.28	< 0.005	0.07	0.05	0.12	0.06	0.01	0.08	—	441	441	0.02	0.01	0.04	443
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	0.05	0.31	0.42	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	73.0	73.0	< 0.005	< 0.005	0.01	73.4

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.	5.65	5.18	3.60	40.2	0.09	0.07	8.45	8.52	0.06	2.15	2.21	17.6	9,687	9,704	2.27	0.39	35.7	9,912
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.57	5.09	3.93	37.3	0.09	0.07	8.45	8.52	0.06	2.15	2.21	17.6	9,295	9,312	2.29	0.41	4.88	9,496
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	3.97	3.72	2.20	20.5	0.04	0.03	3.64	3.68	0.03	0.93	0.96	17.6	4,348	4,365	2.09	0.22	10.0	4,493
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.72	0.68	0.40	3.74	0.01	0.01	0.66	0.67	0.01	0.17	0.17	2.92	720	723	0.35	0.04	1.66	744

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	5.56	5.09	3.52	40.0	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,424	9,424	0.48	0.38	31.6	9,582
Area	0.09	0.08	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.46	0.46	< 0.005	< 0.005	—	0.47
Energy	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	254	254	0.02	< 0.005	—	255
Water	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Waste	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	5.65	5.18	3.60	40.2	0.09	0.07	8.45	8.52	0.06	2.15	2.21	17.6	9,687	9,704	2.27	0.39	35.7	9,912
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.50	5.02	3.85	37.2	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,033	9,033	0.50	0.40	0.82	9,166
Area	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	254	254	0.02	< 0.005	—	255
Water	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Waste	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	5.57	5.09	3.93	37.3	0.09	0.07	8.45	8.52	0.06	2.15	2.21	17.6	9,295	9,312	2.29	0.41	4.88	9,496

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.88	3.63	2.12	20.3	0.04	0.03	3.64	3.67	0.03	0.93	0.95	—	4,085	4,085	0.30	0.22	5.96	4,163
Area	0.08	0.08	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.32	0.32	< 0.005	< 0.005	—	0.32
Energy	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	254	254	0.02	< 0.005	—	255
Water	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Waste	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	3.97	3.72	2.20	20.5	0.04	0.03	3.64	3.68	0.03	0.93	0.96	17.6	4,348	4,365	2.09	0.22	10.0	4,493
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.71	0.66	0.39	3.71	0.01	0.01	0.66	0.67	< 0.005	0.17	0.17	—	676	676	0.05	0.04	0.99	689
Area	0.01	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.05	0.05	< 0.005	< 0.005	—	0.05
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	42.0	42.0	< 0.005	< 0.005	—	42.1
Water	—	—	—	—	—	—	—	—	—	—	—	0.25	1.40	1.65	0.03	< 0.005	—	2.48
Waste	—	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	—	9.34
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.67	0.67
Total	0.72	0.68	0.40	3.74	0.01	0.01	0.66	0.67	0.01	0.17	0.17	2.92	720	723	0.35	0.04	1.66	744

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	5.56	5.09	3.52	40.0	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,424	9,424	0.48	0.38	31.6	9,582
Area	0.09	0.08	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.46	0.46	< 0.005	< 0.005	—	0.47
Energy	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	254	254	0.02	< 0.005	—	255
Water	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0

Waste	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	5.65	5.18	3.60	40.2	0.09	0.07	8.45	8.52	0.06	2.15	2.21	17.6	9,687	9,704	2.27	0.39	35.7	9,912
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.50	5.02	3.85	37.2	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,033	9,033	0.50	0.40	0.82	9,166
Area	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	254	254	0.02	< 0.005	—	255
Water	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Waste	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	5.57	5.09	3.93	37.3	0.09	0.07	8.45	8.52	0.06	2.15	2.21	17.6	9,295	9,312	2.29	0.41	4.88	9,496
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.88	3.63	2.12	20.3	0.04	0.03	3.64	3.67	0.03	0.93	0.95	—	4,085	4,085	0.30	0.22	5.96	4,163
Area	0.08	0.08	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.32	0.32	< 0.005	< 0.005	—	0.32
Energy	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	254	254	0.02	< 0.005	—	255
Water	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Waste	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	3.97	3.72	2.20	20.5	0.04	0.03	3.64	3.68	0.03	0.93	0.96	17.6	4,348	4,365	2.09	0.22	10.0	4,493
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.71	0.66	0.39	3.71	0.01	0.01	0.66	0.67	< 0.005	0.17	0.17	—	676	676	0.05	0.04	0.99	689
Area	0.01	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.05	0.05	< 0.005	< 0.005	—	0.05
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	42.0	42.0	< 0.005	< 0.005	—	42.1
Water	—	—	—	—	—	—	—	—	—	—	—	0.25	1.40	1.65	0.03	< 0.005	—	2.48
Waste	—	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	—	9.34
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.67	0.67

Total	0.72	0.68	0.40	3.74	0.01	0.01	0.66	0.67	0.01	0.17	0.17	2.92	720	723	0.35	0.04	1.66	744

3. Construction Emissions Details

3.1. Demolition (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.88	0.88	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88

Demolition	—	—	—	—	—	—	< 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
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	0.06	0.01	0.92	0.35	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	—	721	721	0.04	0.11	0.04	755
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.64	3.64	< 0.005	< 0.005	0.01	3.69
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.7	19.7	< 0.005	< 0.005	0.02	20.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.27	3.27	< 0.005	< 0.005	< 0.005	3.43

3.2. Demolition (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.88	0.88	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	< 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
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	0.06	0.01	0.92	0.35	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	—	721	721	0.04	0.11	0.04	755
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.64	3.64	< 0.005	< 0.005	0.01	3.69
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.7	19.7	< 0.005	< 0.005	0.02	20.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.27	3.27	< 0.005	< 0.005	< 0.005	3.43

3.3. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20	—	859	859	0.03	0.01	—	862
Dust From Material Movement	—	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	65.5	65.5	< 0.005	< 0.005	0.01	66.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.18
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	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20	—	859	859	0.03	0.01	—	862
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	65.5	65.5	< 0.005	< 0.005	0.01	66.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.18
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	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
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 (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.29	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43	—	1,714	1,714	0.07	0.01	—	1,720
Dust From Material Movement	—	—	—	—	—	—	5.31	5.31	—	2.57	2.57	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.39	9.39	< 0.005	< 0.005	—	9.42
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	—	1.56

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.3	98.3	< 0.005	< 0.005	0.01	99.5
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
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	—	0.55	0.55	< 0.005	< 0.005	< 0.005	0.55
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	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
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 (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.29	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43	—	1,714	1,714	0.07	0.01	—	1,720
Dust From Material Movement	—	—	—	—	—	—	1.38	1.38	—	0.67	0.67	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.39	9.39	< 0.005	< 0.005	—	9.42
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	—	1.55	1.55	< 0.005	< 0.005	—	1.56
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.3	98.3	< 0.005	< 0.005	0.01	99.5
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
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	—	0.55	0.55	< 0.005	< 0.005	< 0.005	0.55
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	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
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 (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	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.17	0.14	1.41	1.90	< 0.005	0.06	—	0.06	0.05	—	0.05	—	357	357	0.01	< 0.005	—	359
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.2	59.2	< 0.005	< 0.005	—	59.4
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	15.1	15.1	< 0.005	< 0.005	0.06	15.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	0.04	14.1
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.01	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	< 0.005	14.5
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	< 0.005	14.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.98	3.98	< 0.005	< 0.005	0.01	4.03
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.70	3.70	< 0.005	< 0.005	< 0.005	3.86
Hauling	0.00	0.00	0.00	0.00	0.00	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	—	0.66	0.66	< 0.005	< 0.005	< 0.005	0.67
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.64
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.17	0.14	1.41	1.90	< 0.005	0.06	—	0.06	0.05	—	0.05	—	357	357	0.01	< 0.005	—	359

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.2	59.2	< 0.005	< 0.005	—	59.4
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	15.1	15.1	< 0.005	< 0.005	0.06	15.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	0.04	14.1
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.01	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	< 0.005	14.5
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	< 0.005	14.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.98	3.98	< 0.005	< 0.005	0.01	4.03
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.70	3.70	< 0.005	< 0.005	< 0.005	3.86
Hauling	0.00	0.00	0.00	0.00	0.00	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	—	0.66	0.66	< 0.005	< 0.005	< 0.005	0.67
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.64
Hauling	0.00	0.00	0.00	0.00	0.00	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. 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	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	< 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	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	< 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	0.08	0.08	1.22	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	242	242	0.01	0.01	0.89	246
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	—	3.19	3.19	< 0.005	< 0.005	0.01	3.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 0.005	< 0.005	0.53
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

3.10. 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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	< 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	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	< 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	0.08	0.08	1.22	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	242	242	0.01	0.01	0.89	246
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	—	3.19	3.19	< 0.005	< 0.005	0.01	3.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 0.005	< 0.005	0.53
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

3.11. Architectural Coating (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	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	5.98	5.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	0.08	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	0.01	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	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.02	3.02	< 0.005	< 0.005	0.01	3.06
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
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	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
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	—	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01
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

3.12. Architectural Coating (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	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	5.98	5.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	0.08	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	0.01	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	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.02	3.02	< 0.005	< 0.005	0.01	3.06
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
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	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
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	—	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01
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

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	5.56	5.09	3.52	40.0	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,424	9,424	0.48	0.38	31.6	9,582
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
Total	5.56	5.09	3.52	40.0	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,424	9,424	0.48	0.38	31.6	9,582
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	5.50	5.02	3.85	37.2	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,033	9,033	0.50	0.40	0.82	9,166
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
Total	5.50	5.02	3.85	37.2	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,033	9,033	0.50	0.40	0.82	9,166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.71	0.66	0.39	3.71	0.01	0.01	0.66	0.67	< 0.005	0.17	0.17	—	676	676	0.05	0.04	0.99	689
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
Total	0.71	0.66	0.39	3.71	0.01	0.01	0.66	0.67	< 0.005	0.17	0.17	—	676	676	0.05	0.04	0.99	689

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	5.56	5.09	3.52	40.0	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,424	9,424	0.48	0.38	31.6	9,582
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
Total	5.56	5.09	3.52	40.0	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,424	9,424	0.48	0.38	31.6	9,582
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	5.50	5.02	3.85	37.2	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,033	9,033	0.50	0.40	0.82	9,166
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
Total	5.50	5.02	3.85	37.2	0.09	0.06	8.45	8.51	0.06	2.15	2.20	—	9,033	9,033	0.50	0.40	0.82	9,166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.71	0.66	0.39	3.71	0.01	0.01	0.66	0.67	< 0.005	0.17	0.17	—	676	676	0.05	0.04	0.99	689
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
Total	0.71	0.66	0.39	3.71	0.01	0.01	0.66	0.67	< 0.005	0.17	0.17	—	676	676	0.05	0.04	0.99	689

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	131	131	0.01	< 0.005	—	132
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	26.7	26.7	< 0.005	< 0.005	—	26.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	158	158	0.01	< 0.005	—	158
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	131	131	0.01	< 0.005	—	132
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	26.7	26.7	< 0.005	< 0.005	—	26.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	158	158	0.01	< 0.005	—	158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	21.7	21.7	< 0.005	< 0.005	—	21.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	4.42	4.42	< 0.005	< 0.005	—	4.44

Total	—	—	—	—	—	—	—	—	—	—	—	—	26.1	26.1	< 0.005	< 0.005	—	26.2

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	131	131	0.01	< 0.005	—	132
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	26.7	26.7	< 0.005	< 0.005	—	26.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	158	158	0.01	< 0.005	—	158
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	131	131	0.01	< 0.005	—	132
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	26.7	26.7	< 0.005	< 0.005	—	26.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	158	158	0.01	< 0.005	—	158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	21.7	21.7	< 0.005	< 0.005	—	21.8

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	4.42	4.42	< 0.005	< 0.005	—	4.44
Total	—	—	—	—	—	—	—	—	—	—	—	—	26.1	26.1	< 0.005	< 0.005	—	26.2

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.9	95.9	0.01	< 0.005	—	96.1
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
Total	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.9	95.9	0.01	< 0.005	—	96.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.9	95.9	0.01	< 0.005	—	96.1
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
Total	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.9	95.9	0.01	< 0.005	—	96.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.9	15.9	< 0.005	< 0.005	—	15.9
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
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.9	15.9	< 0.005	< 0.005	—	15.9

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.9	95.9	0.01	< 0.005	—	96.1
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
Total	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.9	95.9	0.01	< 0.005	—	96.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.9	95.9	0.01	< 0.005	—	96.1
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
Total	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.9	95.9	0.01	< 0.005	—	96.1

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.9	15.9	< 0.005	< 0.005	—	15.9
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
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.9	15.9	< 0.005	< 0.005	—	15.9

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	0.02	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.46	0.46	< 0.005	< 0.005	—	0.47
Total	0.09	0.08	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.46	0.46	< 0.005	< 0.005	—	0.47
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.05	0.05	< 0.005	< 0.005	—	0.05
Total	0.01	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.05	0.05	< 0.005	< 0.005	—	0.05

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipme	0.02	0.02	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.46	0.46	< 0.005	< 0.005	—	0.47
Total	0.09	0.08	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.46	0.46	< 0.005	< 0.005	—	0.47
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.07	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.05	0.05	< 0.005	< 0.005	—	0.05
Total	0.01	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.05	0.05	< 0.005	< 0.005	—	0.05

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.25	1.40	1.65	0.03	< 0.005	—	2.48
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.25	1.40	1.65	0.03	< 0.005	—	2.48

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.51	8.47	9.99	0.16	< 0.005	—	15.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.25	1.40	1.65	0.03	< 0.005	—	2.48
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.25	1.40	1.65	0.03	< 0.005	—	2.48

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	—	9.34

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	—	9.34

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.1	0.00	16.1	1.61	0.00	—	56.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	—	9.34
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	—	9.34

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.67	0.67
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.67	0.67

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.67	0.67

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.67	0.67

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
Demolition	Demolition	1/1/2025	1/15/2025	5.00	10.0	—
Site Preparation	Site Preparation	1/16/2025	1/17/2025	5.00	1.00	—
Grading	Grading	1/18/2025	1/20/2025	5.00	2.00	—
Building Construction	Building Construction	1/21/2025	6/10/2025	5.00	100	—
Paving	Paving	6/11/2025	6/18/2025	5.00	5.00	—
Architectural Coating	Architectural Coating	6/19/2025	6/26/2025	5.00	5.00	—

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
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	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
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56

Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	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
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	10.4	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.09	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.43	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.22	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	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
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	10.4	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT

Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.09	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.43	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.22	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	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	0.00	0.00	3,897	1,299	1,255

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	9,000	—
Site Preparation	—	—	0.50	0.00	—
Grading	—	—	1.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.48

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
Fast Food Restaurant with Drive Thru	0.00	0%
Parking Lot	0.48	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	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

Fast Food Restaurant with Drive Thru	1,224	1,601	1,228	466,474	3,062	11,917	9,141	1,896,261
Parking Lot	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
Fast Food Restaurant with Drive Thru	1,224	1,601	1,228	466,474	3,062	11,917	9,141	1,896,261
Parking Lot	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

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	3,897	1,299	1,255

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

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)
Fast Food Restaurant with Drive Thru	89,970	532	0.0330	0.0040	299,112
Parking Lot	18,316	532	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)
Fast Food Restaurant with Drive Thru	89,970	532	0.0330	0.0040	299,112
Parking Lot	18,316	532	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)
Fast Food Restaurant with Drive Thru	788,581	84,105
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant with Drive Thru	788,581	84,105
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	29.9	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	29.9	—
Parking Lot	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
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	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

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	18.9	annual days of extreme heat
Extreme Precipitation	6.35	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A

Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	75.1
AQ-PM	83.9
AQ-DPM	89.9
Drinking Water	95.3
Lead Risk Housing	89.9
Pesticides	0.00
Toxic Releases	80.3
Traffic	95.9
Effect Indicators	—
CleanUp Sites	84.3
Groundwater	87.1
Haz Waste Facilities/Generators	71.6
Impaired Water Bodies	33.2
Solid Waste	0.00
Sensitive Population	—
Asthma	81.0
Cardio-vascular	69.3
Low Birth Weights	10.4
Socioeconomic Factor Indicators	—
Education	97.9
Housing	96.9
Linguistic	95.6
Poverty	90.9
Unemployment	0.91

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	2.065956628
Employed	17.00243809
Median HI	3.939432824
Education	—
Bachelor's or higher	3.259335301
High school enrollment	100
Preschool enrollment	23.02065957
Transportation	—
Auto Access	7.596561016
Active commuting	88.84896702
Social	—
2-parent households	52.43166945
Voting	3.451815732
Neighborhood	—
Alcohol availability	4.516874118
Park access	37.23854741
Retail density	95.77826254
Supermarket access	94.25125112
Tree canopy	31.34864622
Housing	—
Homeownership	18.49095342
Housing habitability	0.82124984
Low-inc homeowner severe housing cost burden	7.712049275

Low-inc renter severe housing cost burden	2.912870525
Uncrowded housing	3.759784422
Health Outcomes	—
Insured adults	1.065058386
Arthritis	54.3
Asthma ER Admissions	23.1
High Blood Pressure	45.3
Cancer (excluding skin)	85.3
Asthma	30.0
Coronary Heart Disease	25.9
Chronic Obstructive Pulmonary Disease	22.0
Diagnosed Diabetes	8.5
Life Expectancy at Birth	24.7
Cognitively Disabled	98.4
Physically Disabled	39.7
Heart Attack ER Admissions	42.0
Mental Health Not Good	10.5
Chronic Kidney Disease	14.8
Obesity	15.4
Pedestrian Injuries	99.5
Physical Health Not Good	7.3
Stroke	22.5
Health Risk Behaviors	—
Binge Drinking	83.4
Current Smoker	11.7
No Leisure Time for Physical Activity	6.0
Climate Change Exposures	—

Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	7.3
Elderly	51.6
English Speaking	0.8
Foreign-born	89.6
Outdoor Workers	29.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	12.1
Traffic Density	91.6
Traffic Access	87.4
Other Indices	—
Hardship	97.1
Other Decision Support	—
2016 Voting	10.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	94.0
Healthy Places Index Score for Project Location (b)	4.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Lot total acreage is 0.54.

HYDROLOGY STUDY

Pollo Campero El Monte

Project Address:

11863 Valley Blvd.
El Monte, CA

Prepared for:

PM Design, Inc.
110 N. Lincoln Avenue, Suite 201
Corona, CA 92882

Prepared by:

KPFF Consulting Engineers
140 Newport Center Drive, Suite 100
Newport Beach, CA 92660
949.478.8800

Prepared on:

March 12, 2024

Table of Contents

APPENDICES:

Section I Introduction

I.1 Purpose

This Hydrology and Hydraulic Analysis has been prepared by KPFF Consulting Engineers. The Hydrology and Hydraulic Analysis is intended to comply with the requirements of Los Angeles County Hydrology Manual.

I.2 Project Location

The 0.54-acre project site is located at the intersection of Mountain View Road and Valley Blvd. The project site is located in the commercial district of El Monte, in close proximity to residential neighborhoods. Valley Boulevard is mostly a busy commercial street with many businesses located on both sides. The site is bordered by a butcher shop directly west, residential homes to the northeast, and WSS shoe store to the east. A vicinity map is included in Appendix A.

I.3 Project Description

The 0.54-acre "Project" scope of work consists of a new fast-food restaurant that will incorporate an outdoor dining area. The project will also include a new parking lot for the restaurant and a driveway entrance via Mountain Road. The driveway off Valley Blvd will be designated as one-way traffic and utilized for vehicles exiting the drive-thru aisle which is located along the west side of the site. The existing commercial building located in the middle of the site will be demolished as a part of this project.

Section II Existing Topography and Drainage Patterns

II.1 Existing Topography

The project site consists of two surface parking lots that are separated by a large 9,000 sf commercial building. One surface lot is located in the front of the building and the other is located in the back. The two lots are relatively flat asphalt-paved parking lots with elevations ranging from 293.12 to 290.40 and grades ranging from 0.1% to 3.6%. The site begins at an elevation of 290.40 at the southwest corner of the project site. The elevation gradually increases to 293.12 at the northeast border of the site adjacent to an existing building.

II.2 Existing Drainage Patterns

The existing site within the parking structure project footprint has one main drainage area as shown in Appendix B: Existing Hydrology Exhibit.

There are no existing drainage structures located on the project site. The project site utilizes sheet flow for the entire project site. The parking lot located behind the commercial building currently conveys

surface flow across most of the parking lot to concentrated flows via a concrete valley gutter. That carries runoff to Mountain View Road which conveys runoff to a public catch basin located on Valley Blvd via a curb gutter. The parking lot located in the front of the building utilizes surface flow across the parking lot down the two driveways. Runoff sheet flows down the parking lot entrances and over the public sidewalk and eventually onto Valley Boulevard where it enters a catch basin to join the city's drainage system.

Section III Proposed Grading and Drainage Pattern

III.1 Proposed Drainage Patterns

The proposed project site will have one main drainage area as shown in Appendix B: Proposed Hydrology Exhibit.

The proposed drainage conditions will incorporate catch basins, and area drains to convey runoff to a treatment unit that will then discharge into an underground infiltration system. The parking lot that borders the southeast edge of the site will utilize surface flow into a shallow concentrated flow via a valley gutter that will capture runoff through a catch basin. The proposed grading will incorporate a low point at the catch basin location to capture runoff from the driveway entrance and drive aisle as well as the 7 parking stalls located along the property line. The southern edge of the drive aisle has been graded to create a ridge that will divide the amount of runoff that enters the proposed catch basins. The rest of the parking lot will also utilize surface flow to convey runoff into a shall concentrated flow via a proposed valley gutter which will capture runoff via a catch basin. The proposed grading has also utilized another low point at the second catch basin location to capture the runoff. The drive thru aisle will surface low to a curb and gutter that will run along the northwest edge of the aisle and collect runoff via two catch basins. The proposed grading has created additional low points at the curb inlet locations to capture runoff from the drive aisle and Valley Boulevard driveway entrance. There are also various area drains located in the proposed landscaping to capture irrigation runoff that will also be treated via the CDS hydrodynamic separator unit.

All runoff from the project site will be conveyed to a Contech CDS hydrodynamic separator for treatment before discharging into the ADS MC-7200 underground infiltration unit located in the center of the parking lot. The underground infiltration unit will have an overflow pipe that connects to a parkway drain along Mountain View Road.

Section IV Methodology and Design Criteria

Peak flow rates for 10, 25, 50, and 100-year design storm events were analyzed using HydroCalc. The HydroCalc software was also used to determine the greater of the 85th percentile or 0.75" storm 24-hour rainfall depths. In this case, the 85th percentile storm event yielded a greater flow value and was used to size the underground infiltration system. The HydroCalc calculator uses

the full modified rational runoff calculation process to determine peak runoff flow rates and volumes. Details of the HydroCalc results are shown in Appendix C.

Section V Results and Conclusions

Table 1 and Table 2 shown below outline the peak flow runoff (Q) values from the HydroCalc calculations in Appendix C for the various storm year events for the existing and proposed conditions, respectfully.

		Table 1 - Summary of Existing Hydrology Analysis				
Drainage Area ID	Drainage Area (ac)	Imperviousness (%)	Peak Flow Q_{10} (cfs)	Peak Flow Q_{25} (cfs)	Peak Flow Q_{50} (cfs)	Peak Flow Q_{100} (cfs)
DMA -1	0.54	98.3	1.34	1.65	1.88	2.11
Total			**1.34**	**1.65**	**1.88**	**2.11**

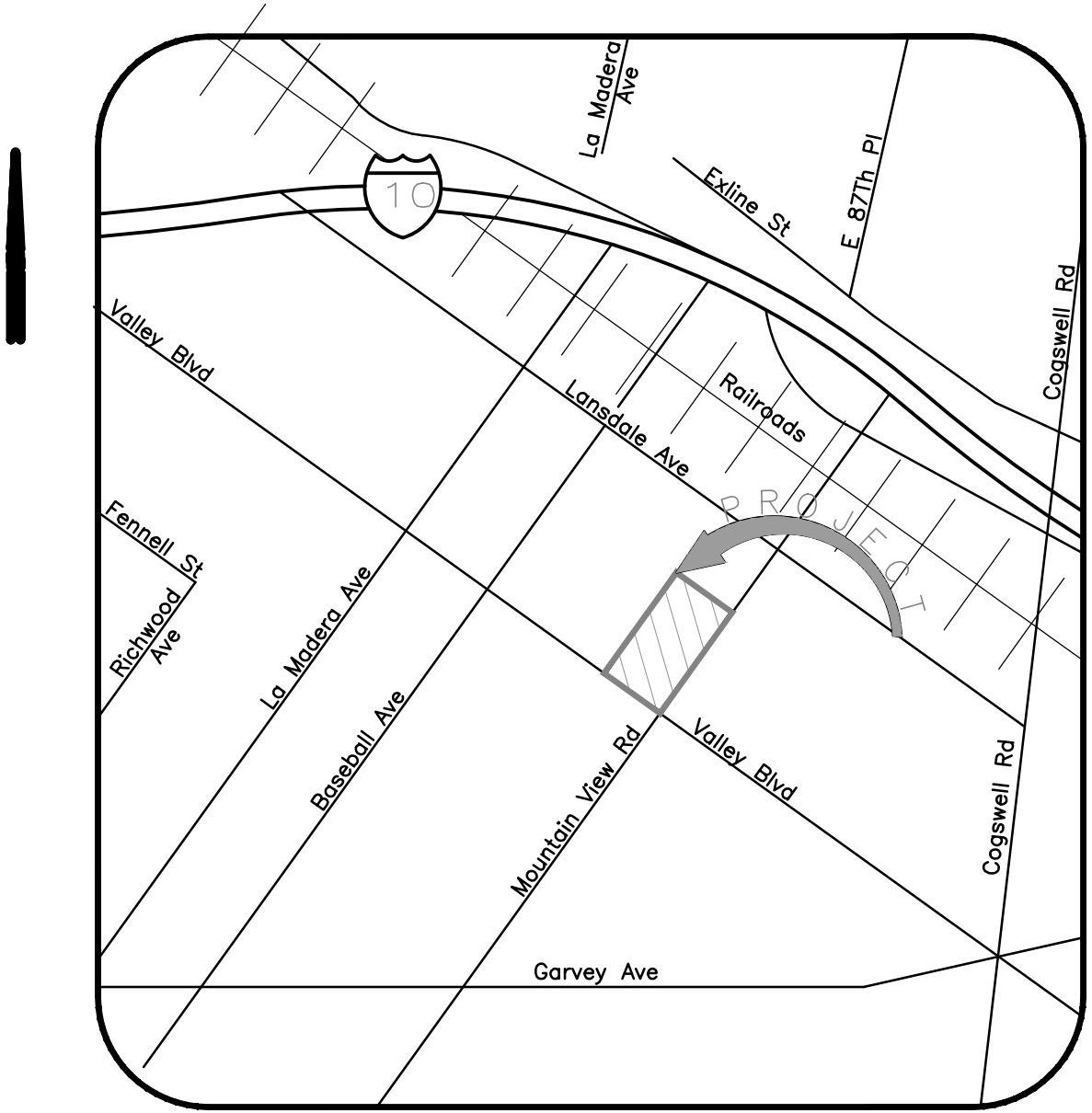
Table 2 - Summary of Proposed Hydrology Analysis						
Drainage Area ID	Drainage Area (ac)	Imperviousness (%)	Peak Flow Q_{10} (cfs)	Peak Flow Q_{25} (cfs)	Peak Flow Q_{50} (cfs)	Peak Flow Q_{100} (cfs)
DMA-1	0.54	0.75	1.29	1.61	1.84	2.08
Total			**1.29**	**1.61**	**1.84**	**2.08**

The detailed results of hydrology calculations for the existing and proposed conditions can be found in Appendix D and E, respectively.

Section VI Reference

- Preliminary Grading Plan, dated 1/24/2024, prepared by KPFF
- Geotechnical Report for Pollo Campero of California, dated 1/17/2023, prepared by Terracon

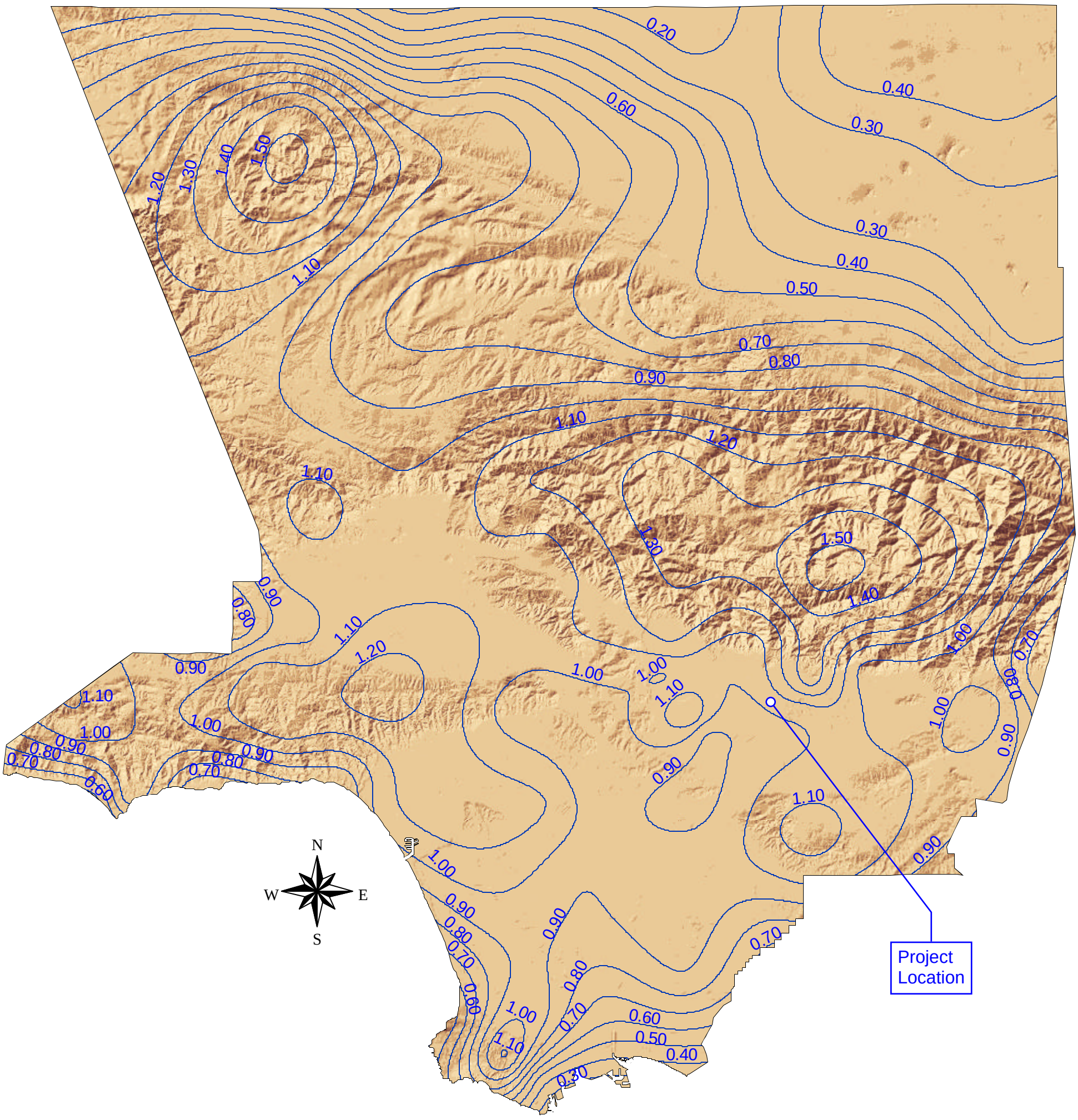
Appendix A

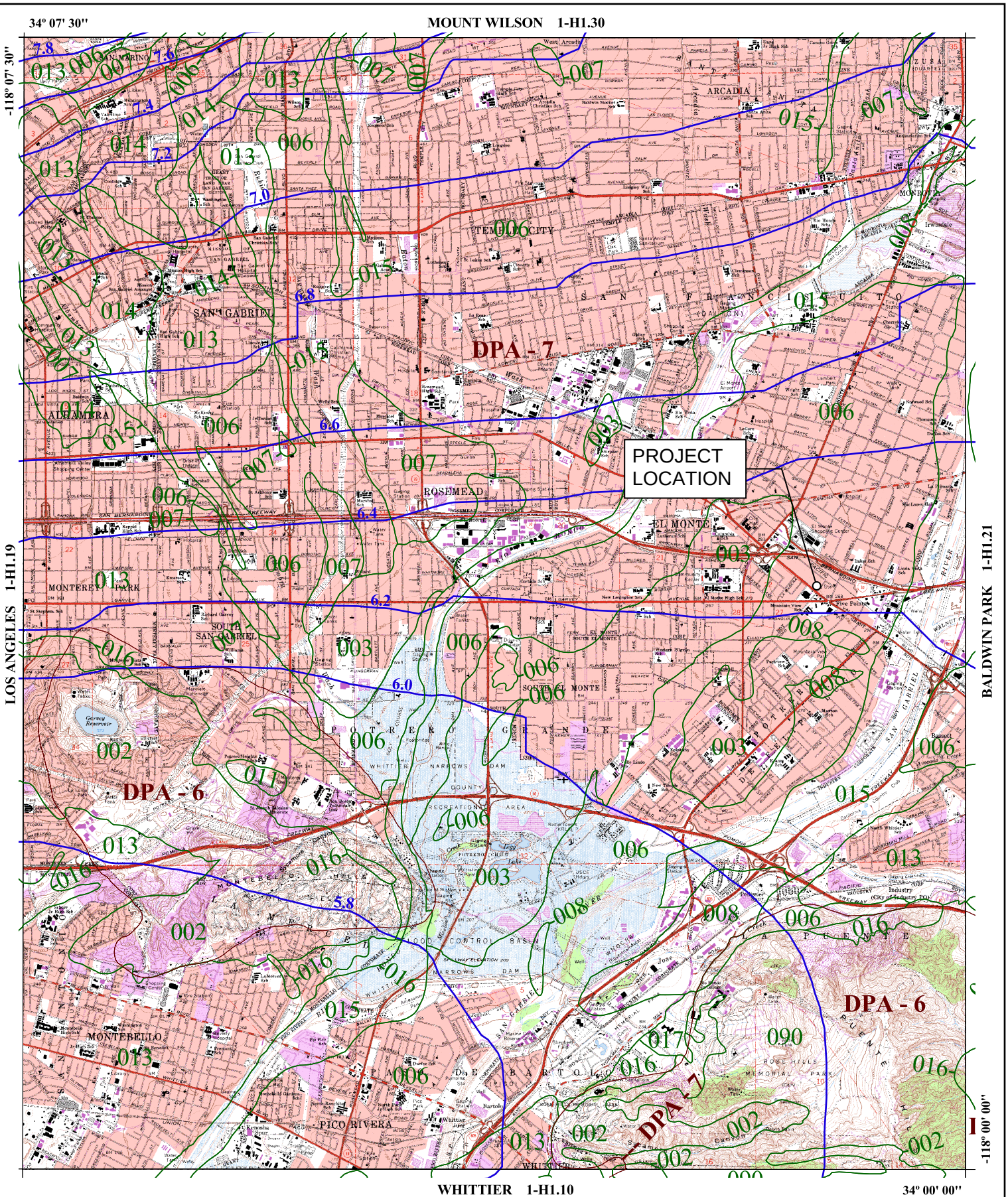


VICINITY MAP

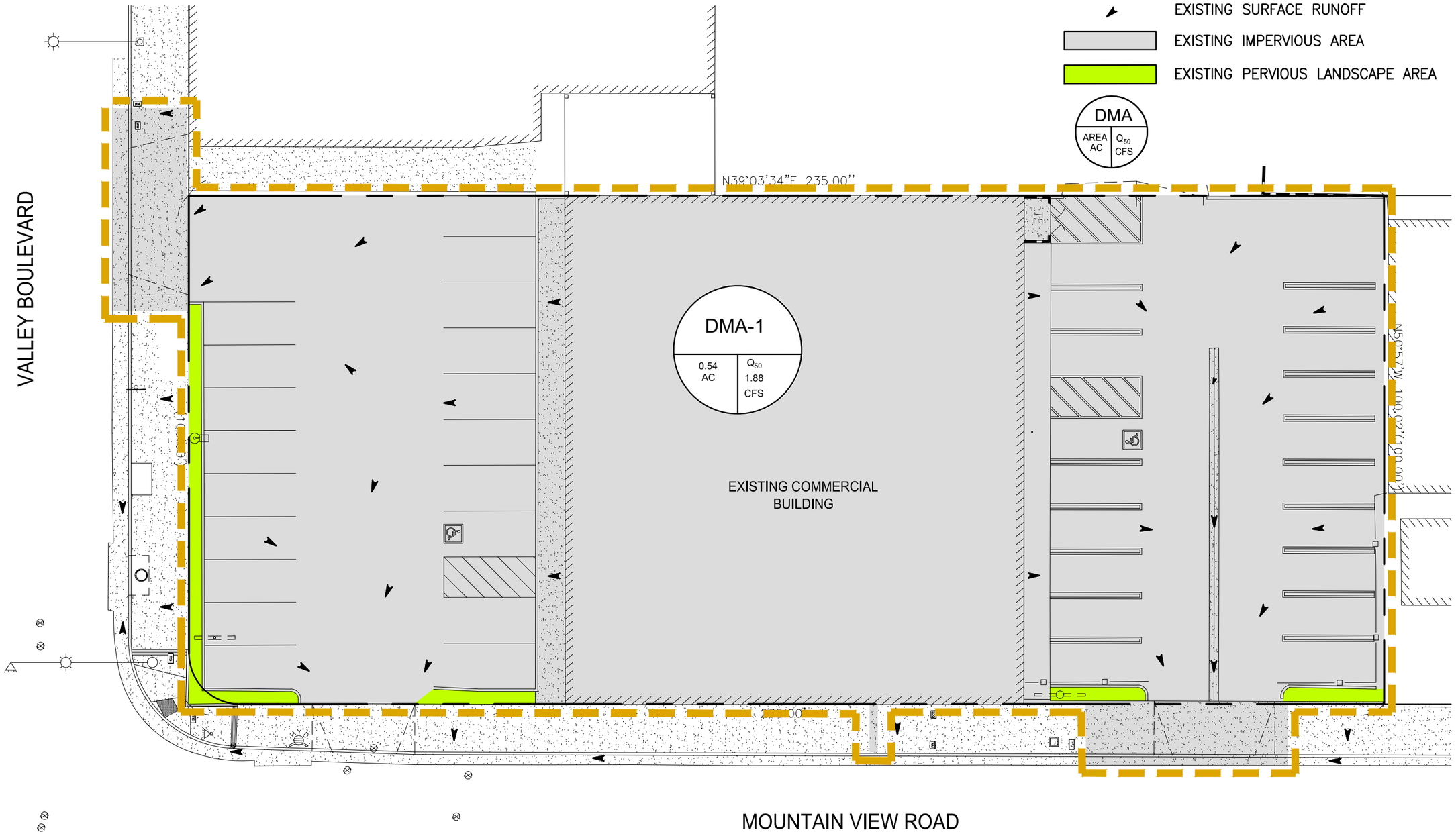
NOT TO SCALE

85th Percentile 24-hr Rainfall Isohyetal Map




34° 07' 30"
MOUNT WILSON 1-H1.30
-118° 07' 30"
LOS ANGELES 1-H1.19
BALDWIN PARK 1-H1.21
-118° 00' 00"
WHITTIER 1-H1.10
34° 00' 00"
PROJECT LOCATION
DPA - 7
DPA - 6
DPA - 6
DPA - 7
ARCADIA
TEMPLE CITY
SAN GABRIEL
ALHAMBRA
ROSEMEAD
EL MONTE
SOUTH EL MONTE
MONTEREY PARK
SOUTH SAN GABRIEL
MONTEBELLO
PICO RIVERA
WHITTIER NARROWS DAM
SAN GABRIEL RIVER
RIO HONDO
POTRERO GRANDE
DEBRIS BASIN
016
SOIL CLASSIFICATION AREA
7.2
INCHES OF RAINFALL
DPA - 6
DEBRIS POTENTIAL AREA
N
W
E
S
1 0 1 2 Miles
25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878
10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714
EL MONTE
50-YEAR 24-HOUR ISOHYET
1-H1.20
LOS ANGELES COUNTY PUBLIC WORKS
Public Service That Works

Appendix B



EXISTING WQMP DRAINAGE MANAGEMENT AREAS (DMA)					
AREA	FT^2	PERVIOUS FT^2	IMPERVIOUS FT^2	% PERVIOUS	% IMPERVIOUS
DMA-1	23,562	399	23,163	2	98

PLAN
SCALE: 1" = 20'-0"
0 10' 20' 40'
GRAPHIC SCALE

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POLLO CAMPERO
HYDROLOGY PLAN
EXISTING CONDITIONS
11863 VALLEY BOULEVARD
EL MONTE, CA 91732

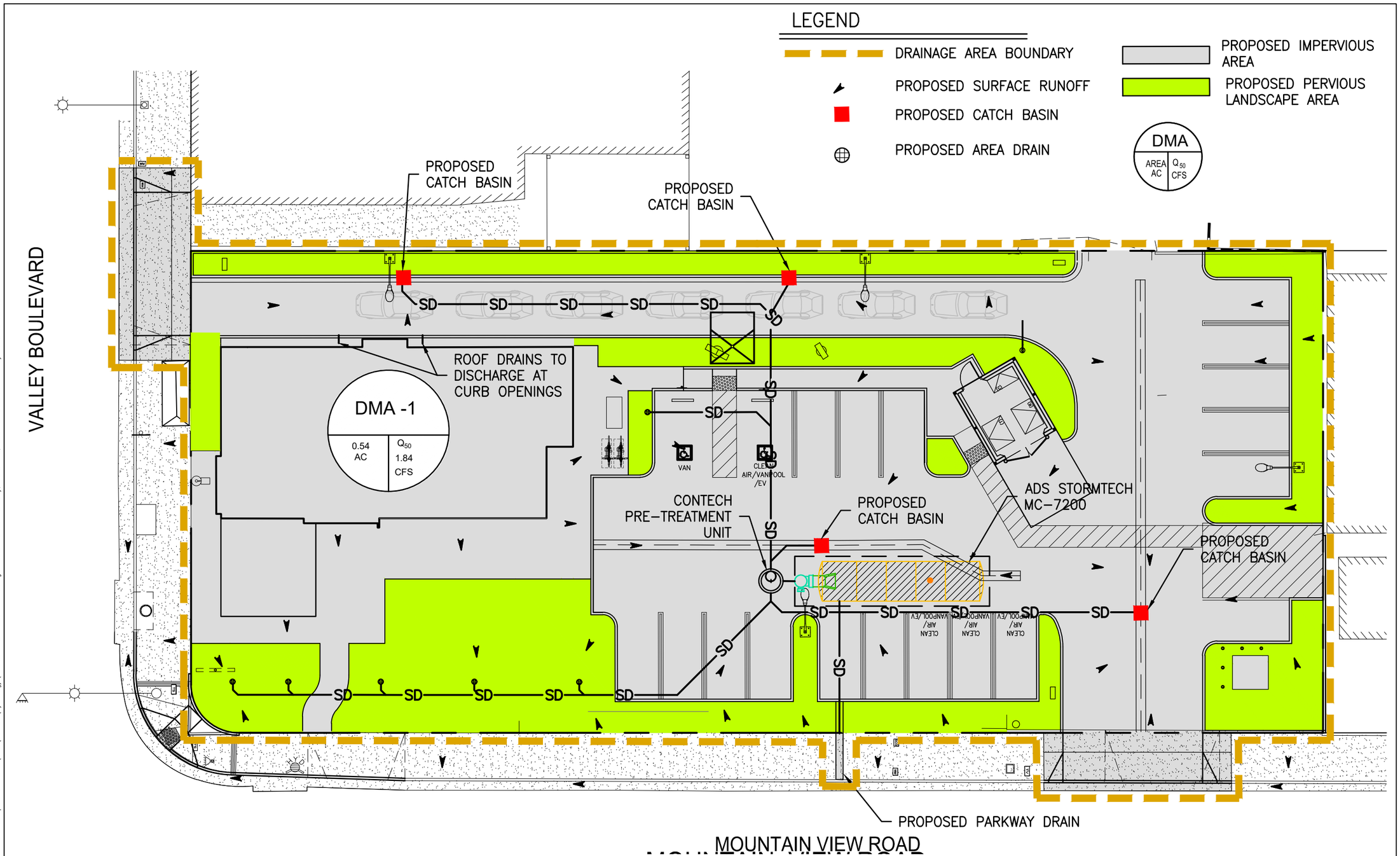
Date: 01-23-2024
Project Number: 2200146
Drawn By: TN
Checked By: TL
Scale: Per Plan

Sheet Name:

EXHB-1

Drawing: P:\2022\2200146 - 19 - Pollo Campero El Monte\DWG\EXHIBIT\Hydrology\HYDRO-EXST-COLR-1117.dwg Last Plotted: Wednesday, January 24, 2024 9:03:38 AM By: Amanda Gomez

Appendix C



L.I.D. AREAS - PRPOSED					
AREA	FT^2	PERVIOUS FT^2	IMPERVIOUS FT^2	% PERVIOUS	% IMPERVIOUS
DMA-1	23,562	5,719	17,843	24	76

N

PLAN

SCALE: 1" = 20'-0"

0 10' 20' 40'

GRAPHIC SCALE

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POLLO CAMPERO
HYDROLOGY PLAN
PROPOSED CONDITIONS
11863 VALLEY BOULEVARD
EL MONTE, CA 91732

Date:	03-12-2024
Project Number:	2200146
Drawn By:	TN
Checked By:	TL
Scale:	Per Plan

Sheet Name:

EXHB-2

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Appendix D

Peak Flow Hydrologic Analysis

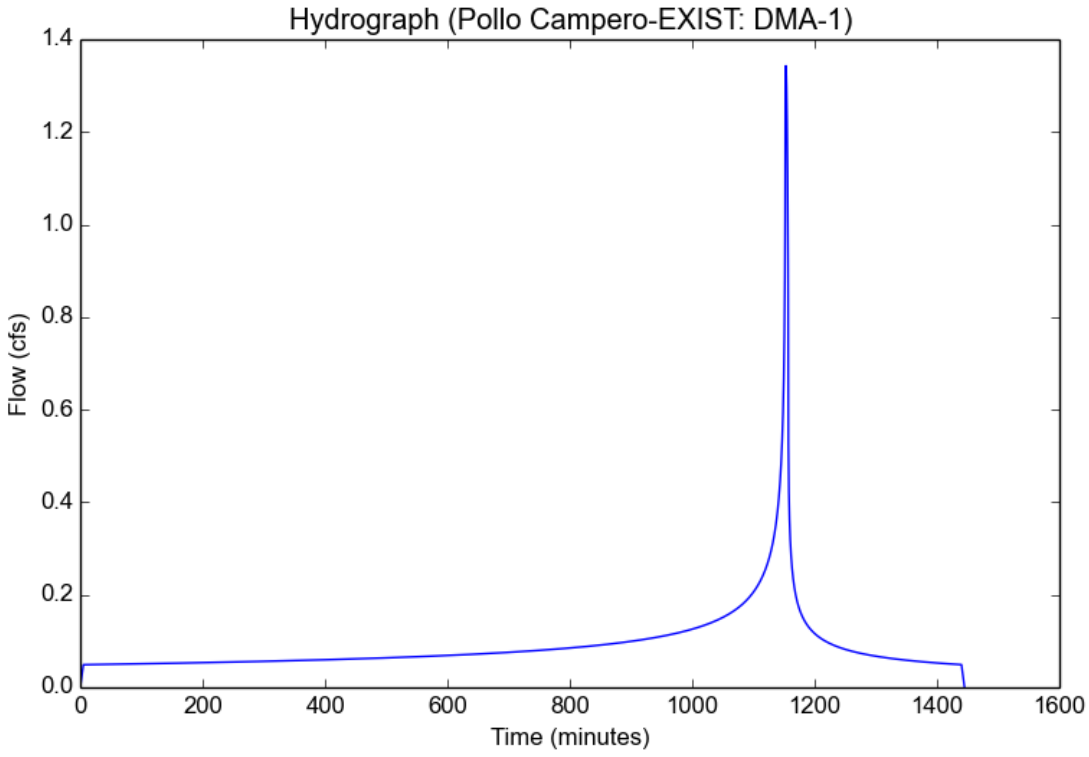
File location: P:/2022/2200146 - 19 - Pollo Campero El Monte/ENGR/Hydrology/HydroCalcs/Existing/Pollo Campero - EXIST - DMA-1_10yr.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	Pollo Campero-EXIST
Subarea ID	DMA-1
Area (ac)	0.54
Flow Path Length (ft)	98.36
Flow Path Slope (vft/hft)	0.005
50-yr Rainfall Depth (in)	6.5
Percent Impervious	0.98
Soil Type	6
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	4.641
Peak Intensity (in/hr)	2.7689
Undeveloped Runoff Coefficient (Cu)	0.8061
Developed Runoff Coefficient (Cd)	0.8981
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.3429
Burned Peak Flow Rate (cfs)	1.3429
24-Hr Clear Runoff Volume (ac-ft)	0.1835
24-Hr Clear Runoff Volume (cu-ft)	7991.1592



Peak Flow Hydrologic Analysis

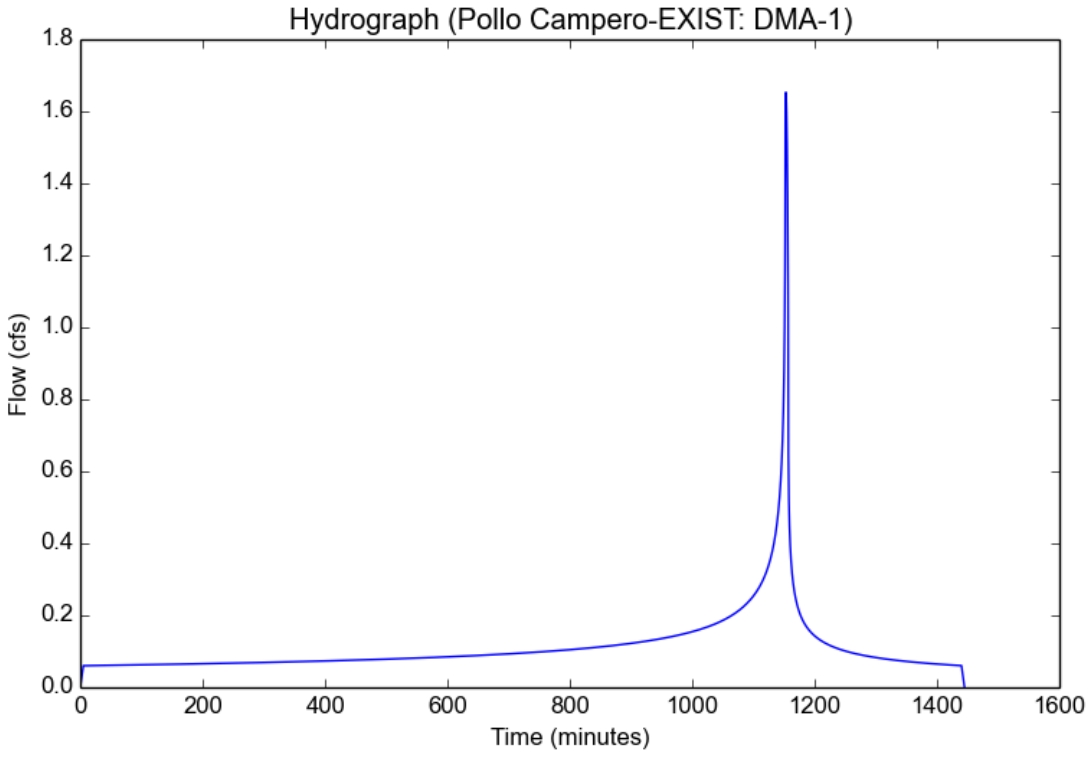
File location: P:/2022/2200146 - 19 - Pollo Campero El Monte/ENGR/Hydrology/HydroCalcs/Existing/Pollo Campero - EXIST - DMA-1_25yr.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	Pollo Campero-EXIST
Subarea ID	DMA-1
Area (ac)	0.54
Flow Path Length (ft)	98.36
Flow Path Slope (vft/hft)	0.005
50-yr Rainfall Depth (in)	6.5
Percent Impervious	0.98
Soil Type	6
Design Storm Frequency	25-yr
Fire Factor	0
LID	False

Output Results

Modeled (25-yr) Rainfall Depth (in)	5.707
Peak Intensity (in/hr)	3.405
Undeveloped Runoff Coefficient (Cu)	0.8507
Developed Runoff Coefficient (Cd)	0.899
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.653
Burned Peak Flow Rate (cfs)	1.653
24-Hr Clear Runoff Volume (ac-ft)	0.2257
24-Hr Clear Runoff Volume (cu-ft)	9831.8799



Peak Flow Hydrologic Analysis

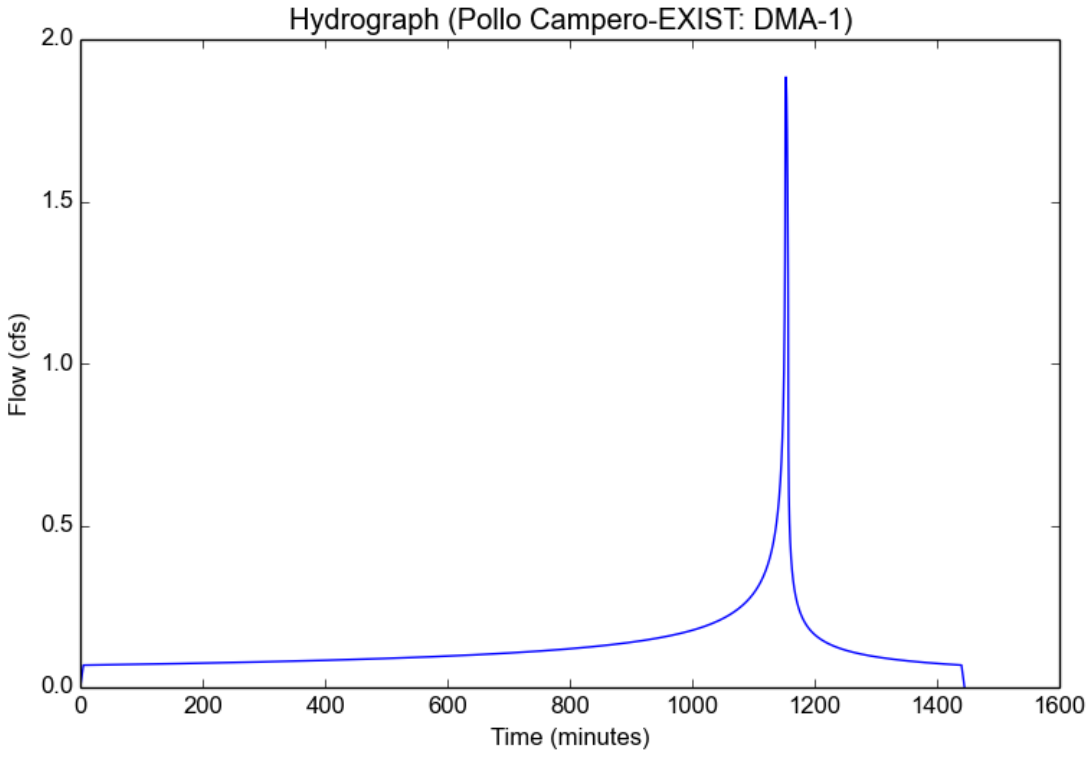
File location: P:/2022/2200146 - 19 - Pollo Campero El Monte/ENGR/Hydrology/HydroCalcs/Existing/Pollo Campero - EXIST - DMA-1_50yr.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	Pollo Campero-EXIST
Subarea ID	DMA-1
Area (ac)	0.54
Flow Path Length (ft)	98.36
Flow Path Slope (vft/hft)	0.005
50-yr Rainfall Depth (in)	6.5
Percent Impervious	0.98
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	6.5
Peak Intensity (in/hr)	3.8781
Undeveloped Runoff Coefficient (Cu)	0.8718
Developed Runoff Coefficient (Cd)	0.8994
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.8836
Burned Peak Flow Rate (cfs)	1.8836
24-Hr Clear Runoff Volume (ac-ft)	0.2572
24-Hr Clear Runoff Volume (cu-ft)	11202.5333



Peak Flow Hydrologic Analysis

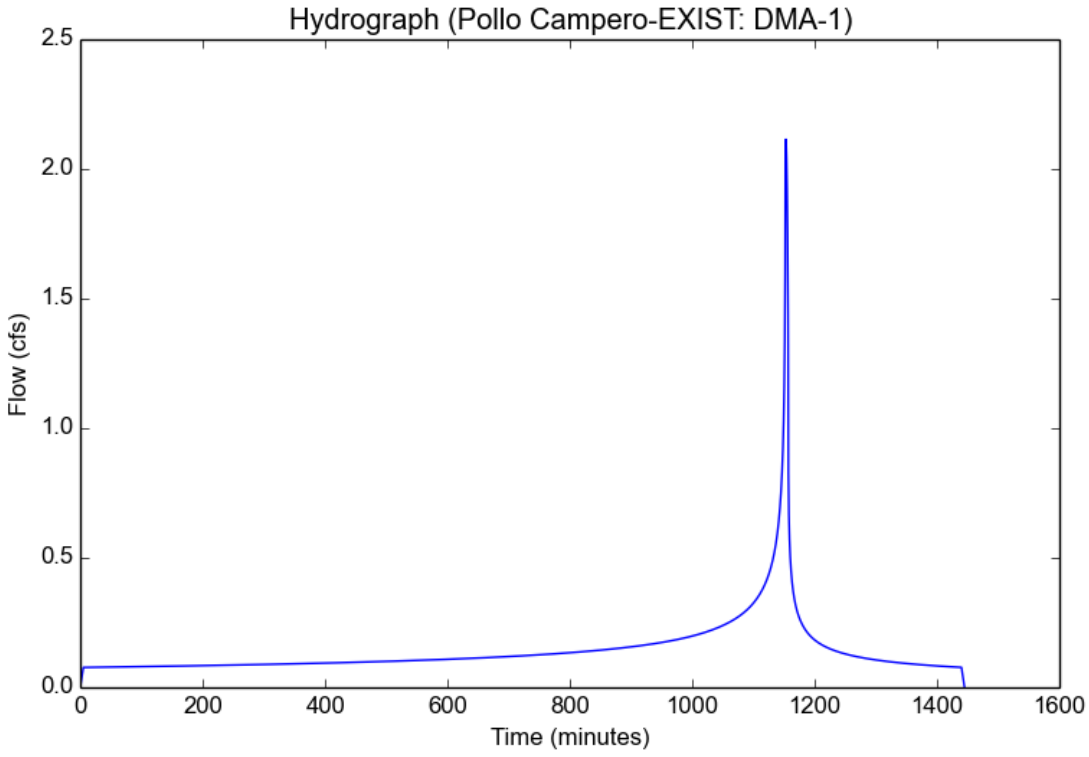
File location: P:/2022/2200146 - 19 - Pollo Campero El Monte/ENGR/Hydrology/HydroCalcs/Existing/Pollo Campero-EXIST - DMA-1.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	Pollo Campero-EXIST
Subarea ID	DMA-1
Area (ac)	0.54
Flow Path Length (ft)	98.36
Flow Path Slope (vft/hft)	0.005
50-yr Rainfall Depth (in)	6.5
Percent Impervious	0.98
Soil Type	6
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	7.293
Peak Intensity (in/hr)	4.3512
Undeveloped Runoff Coefficient (Cu)	0.8899
Developed Runoff Coefficient (Cd)	0.8998
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.1142
Burned Peak Flow Rate (cfs)	2.1142
24-Hr Clear Runoff Volume (ac-ft)	0.2887
24-Hr Clear Runoff Volume (cu-ft)	12574.3289



Appendix E

Peak Flow Hydrologic Analysis

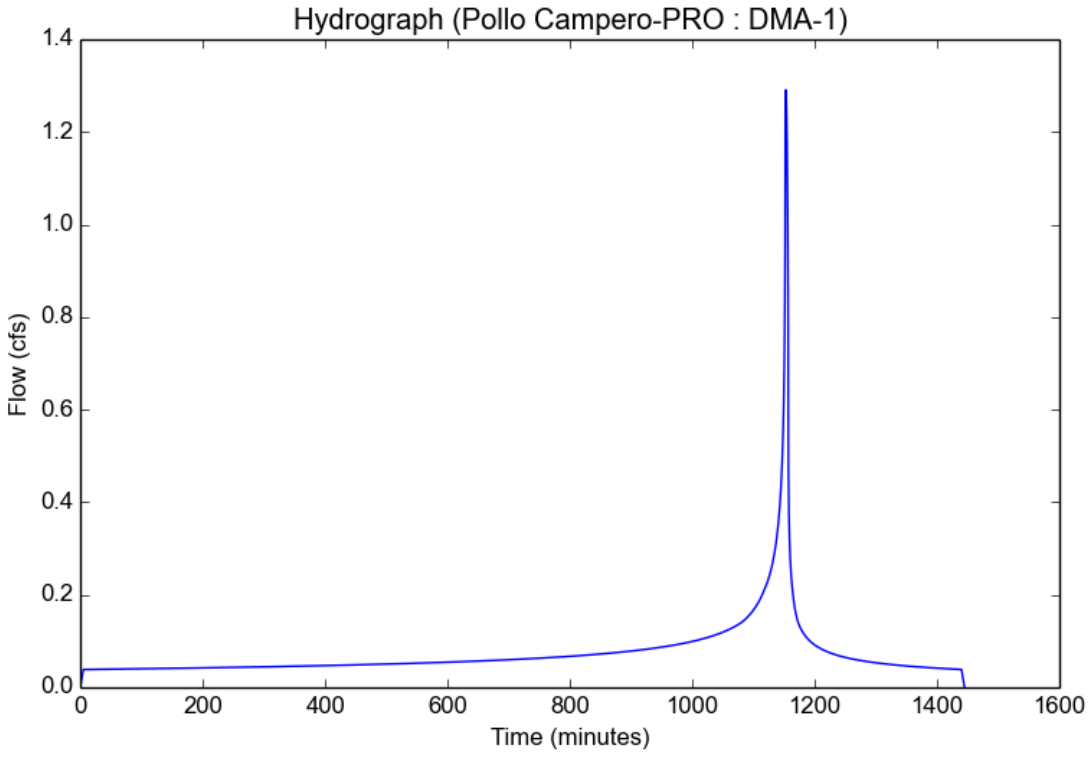
File location: P:/2022/2200146 - 19 - Pollo Campero El Monte/ENGR/Hydrology/HydroCalcs/Proposed/Pollo Campero-PRO - DMA-1_10yr.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	Pollo Campero-PRO
Subarea ID	DMA-1
Area (ac)	0.54
Flow Path Length (ft)	77.54
Flow Path Slope (vft/hft)	0.011
50-yr Rainfall Depth (in)	6.4
Percent Impervious	0.76
Soil Type	6
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Results

Modeled (10-yr) Rainfall Depth (in)	4.5696
Peak Intensity (in/hr)	2.7263
Undeveloped Runoff Coefficient (Cu)	0.8031
Developed Runoff Coefficient (Cd)	0.8767
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.2908
Burned Peak Flow Rate (cfs)	1.2908
24-Hr Clear Runoff Volume (ac-ft)	0.1485
24-Hr Clear Runoff Volume (cu-ft)	6470.6033



Peak Flow Hydrologic Analysis

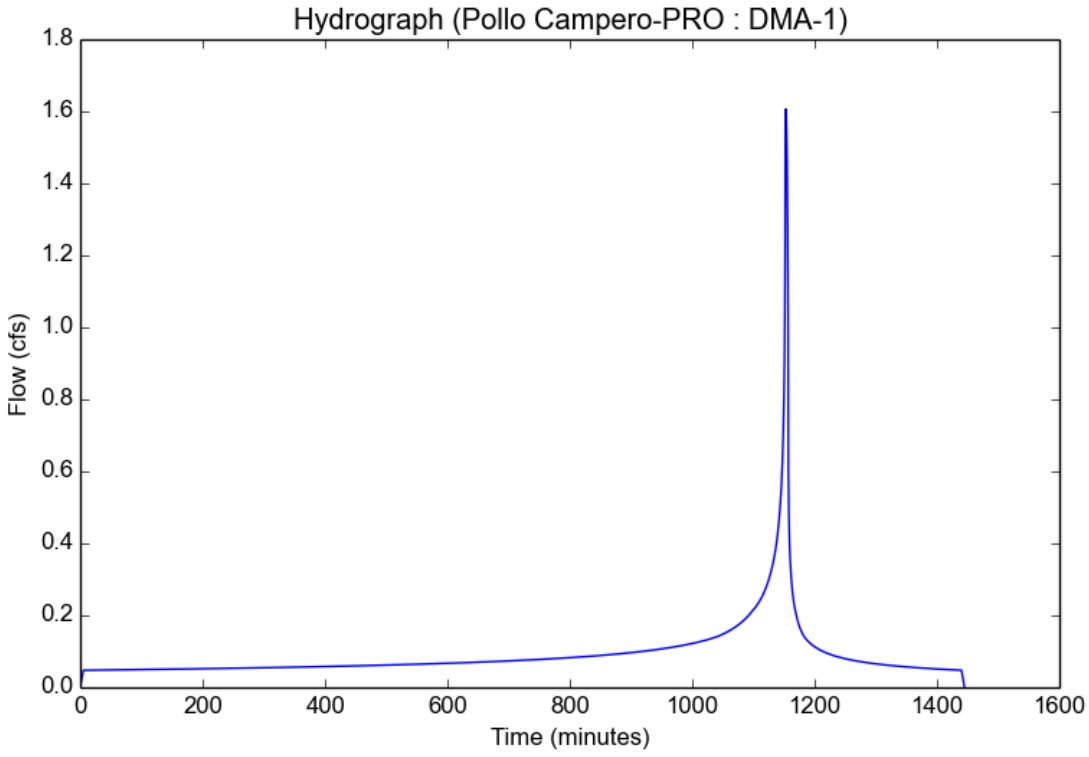
File location: P:/2022/2200146 - 19 - Pollo Campero El Monte/ENGR/Hydrology/HydroCalcs/Proposed/Pollo Campero-PRO - DMA-1_25yr.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	Pollo Campero-PRO
Subarea ID	DMA-1
Area (ac)	0.54
Flow Path Length (ft)	77.54
Flow Path Slope (vft/hft)	0.011
50-yr Rainfall Depth (in)	6.4
Percent Impervious	0.76
Soil Type	6
Design Storm Frequency	25-yr
Fire Factor	0
LID	False

Output Results

Modeled (25-yr) Rainfall Depth (in)	5.6192
Peak Intensity (in/hr)	3.3526
Undeveloped Runoff Coefficient (Cu)	0.847
Developed Runoff Coefficient (Cd)	0.8873
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.6063
Burned Peak Flow Rate (cfs)	1.6063
24-Hr Clear Runoff Volume (ac-ft)	0.1841
24-Hr Clear Runoff Volume (cu-ft)	8017.3724



Peak Flow Hydrologic Analysis

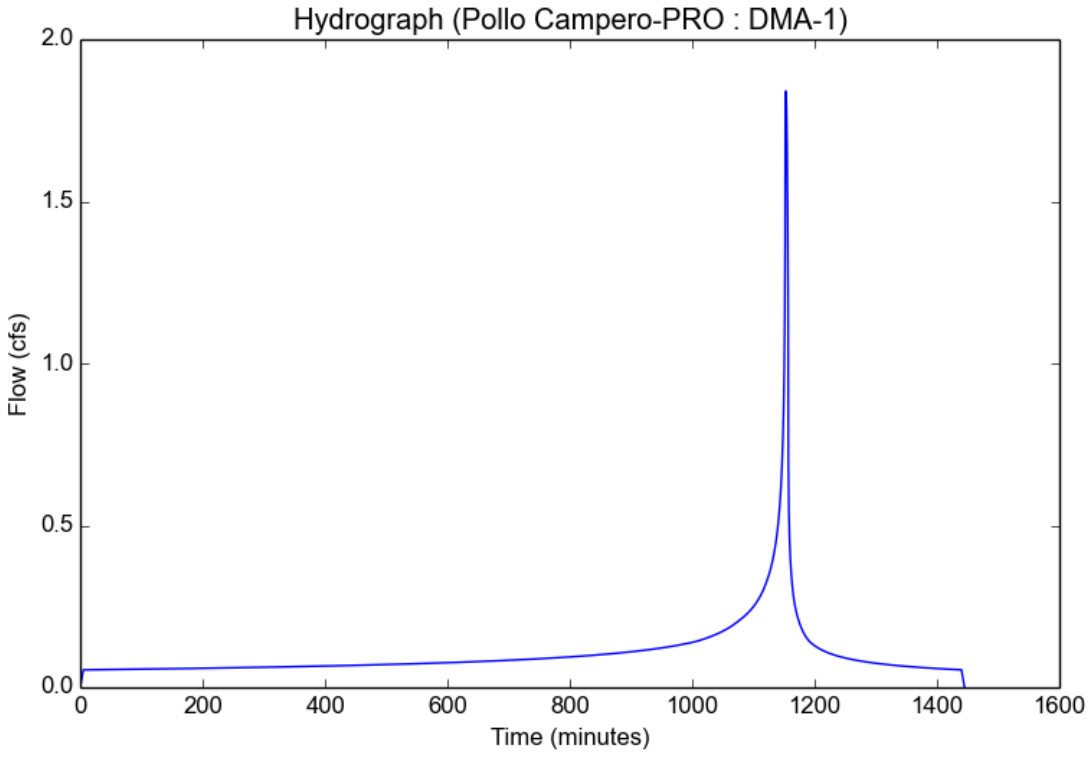
File location: P:/2022/2200146 - 19 - Pollo Campero El Monte/ENGR/Hydrology/HydroCalcs/Proposed/Pollo Campero-PRO - DMA-1_50yr.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	Pollo Campero-PRO
Subarea ID	DMA-1
Area (ac)	0.54
Flow Path Length (ft)	77.54
Flow Path Slope (vft/hft)	0.011
50-yr Rainfall Depth (in)	6.4
Percent Impervious	0.76
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	6.4
Peak Intensity (in/hr)	3.8184
Undeveloped Runoff Coefficient (Cu)	0.8696
Developed Runoff Coefficient (Cd)	0.8927
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.8407
Burned Peak Flow Rate (cfs)	1.8407
24-Hr Clear Runoff Volume (ac-ft)	0.2108
24-Hr Clear Runoff Volume (cu-ft)	9183.6592



Peak Flow Hydrologic Analysis

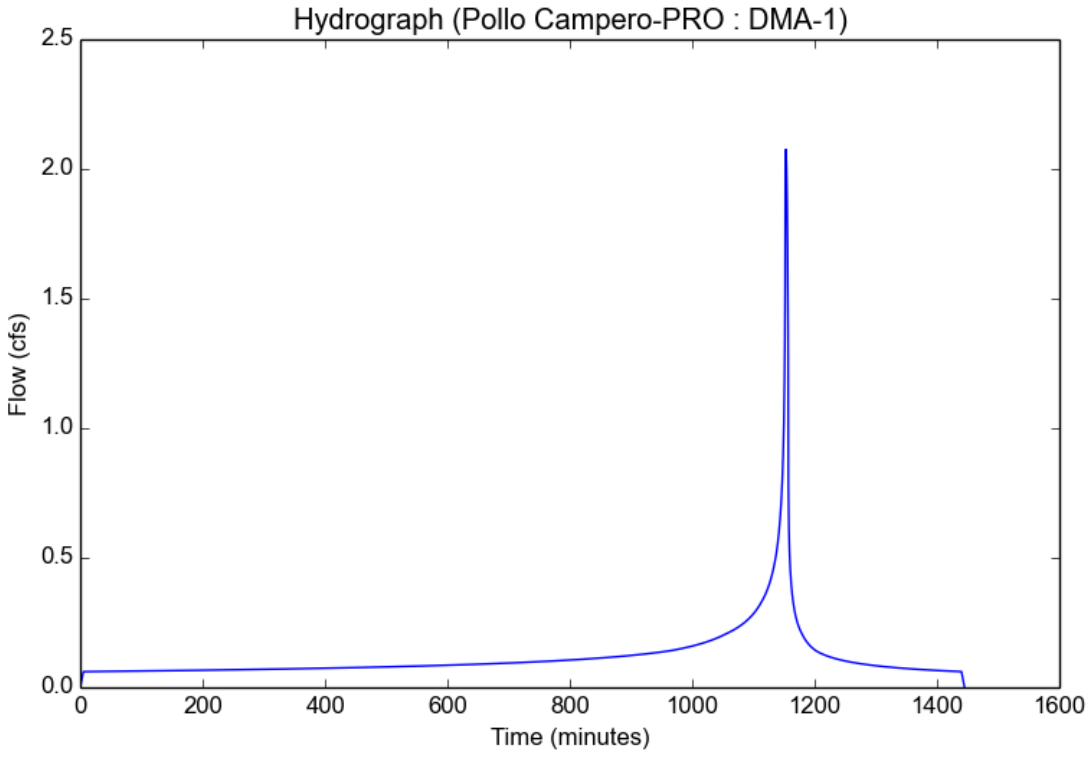
File location: P:/2022/2200146 - 19 - Pollo Campero El Monte/ENGR/Hydrology/HydroCalcs/Proposed/Pollo Campero-PRO - DMA-1_100yr.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	Pollo Campero-PRO
Subarea ID	DMA-1
Area (ac)	0.54
Flow Path Length (ft)	77.54
Flow Path Slope (vft/hft)	0.011
50-yr Rainfall Depth (in)	6.4
Percent Impervious	0.76
Soil Type	6
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	7.1808
Peak Intensity (in/hr)	4.2843
Undeveloped Runoff Coefficient (Cu)	0.8874
Developed Runoff Coefficient (Cd)	0.897
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.0751
Burned Peak Flow Rate (cfs)	2.0751
24-Hr Clear Runoff Volume (ac-ft)	0.2379
24-Hr Clear Runoff Volume (cu-ft)	10363.1182



Project Name	Location	Date	Time of Noise Measurement
ELMT 038	11863 Valley Blvd	27-Jun-24	9:54 AM

Noise Meter Readings (SORTED):	Comments	Maximum Value:	78.0
78.0		L99:	76.2
76.2		L90:	70.4
74.0		L75:	67.9
74.0		Median:	65.3
71.9		Minimum Value:	60.7
71.8		Average:	65.9
71.8			
71.6			
71.1			
70.4			
70.0			
69.6			
69.6			
69.5			
69.0			
68.9			
68.8			
68.3			
68.1			
68.0			
67.9			
67.9			
67.9			
67.7			
67.7			
67.6			
67.6			
67.6			
67.4			
67.2			
67.2			
67.0			
66.9			
66.8			
66.8			
66.4			
66.4			
66.3			
66.3			
66.3			
66.3			
66.3			
66.2			
66.1			
65.9			
65.8			
65.7			
65.6			
65.5			

65.3	
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63.7	
63.6	
63.6	
63.5	
63.4	
63.3	
63.3	
63.3	
63.2	
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62.3	
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61.9	
61.9	
61.9	
61.6	
60.7	
60.7	

TRAMES SOLUTIONS INC.
4225 Oceanside Blvd., 354H
Oceanside, CA 92056
(760) 291 - 1400

March 6, 2024

Mr. Allyn Taylor
Sr. Director of Strategic Development & Real Estate
12404 Park Central Drive # 250N
Dallas, TX 75251

Subject: Pollo Campero El Monte Traffic Assessment (JN 0384-0004)

Dear Mr. Taylor:

Trames Solutions Inc. is pleased to submit the following Traffic Assessment for the proposed Pollo Campero project. It is our understanding that the project consists of developing a 2,598 sf fast food restaurant with a drive-thru. The project also consists of demolishing 2 units within a commercial building of 9,000 sf. The site is located at 11863 Valley Blvd. in the City of El Monte.

INTRODUCTION

The proposed project consists of demolishing a commercial retail building (9,000 sf) and developing a 2,598 sf fast food restaurant with a drive-thru. The restaurant will have operating hours of 9 AM to 10 PM from Monday to Sunday with 10 employees per shift.

It should be noted that three driveways currently serve the site (one on Valley Blvd and two on Mountain View Rd.). The proposed project would keep the driveway configurations the same except it would eliminate the driveway on Mountain View Rd. that is closest to Valley Blvd. Attachment “A” contains the site plan for the proposed project. The site plan illustrates that a reciprocal access would be provided for the buildings located west of the project site.

The intent of this analysis is to determine the anticipated number of trips that would be generated during the morning and evening peak hours and throughout the day. This analysis also includes an assessment of the proposed drive-thru queueing lane. A vehicle miles traveled (VMT) assessment is also included in this study.

TRIP GENERATION ANALYSIS

Typically, traffic generated by developments can be determined based on the Institute of Transportation Engineers (ITE), Trip Generation handbook (11th edition). This publication contains trip rates based on studies conducted for a variety of uses. Land Use Code 934 (Fast Food Restaurant w/Drive-Thru) has been selected as the appropriate use to represent the proposed project. Similarly, Land Use Code 822 (Shopping Center with less than 40,000 sf) has been selected for the existing commercial building.

Table 1 provides a summary of the daily, AM peak hour, and PM peak hour trip rates for the proposed project and the existing commercial building. Table 2 provides a summary of the trips. It should be noted that a pass by reduction for a fast food restaurant (AM-50%; PM-55) has been applied based on the ITE Trip Generation Handbook. Pass-by trips are defined as trips that are already on the roadway but "pass-by" a project on their way to a primary destination. Since the pass-by vehicles are already on the roadway system, they are not new traffic except at the actual driveway locations.

Based on the proposed 2,598 sf fast food restaurant, it is estimated that a total of 1,215 trips will occur per day with 607 new trips accounting for pass-by traffic. During the AM peak hour, 116 trips would occur with 57 new trip ends. During the PM peak hour, 86 trips would occur with 38 new trip ends added to the roadway system. It should be noted that the full trip generation will occur at the project driveways since pass-by reductions only occur at the adjacent roadways/intersections. The existing building is estimated to generate a total of 490 trips per day, with 21 trip ends occurring during the AM Peak Hour, and 60 trip ends occurring during the PM Peak Hour.

As indicated previously, the existing building will be demolished. Since the trips due to the existing retail building will be replaced by the project traffic, the net increase in trips to the roadway system is 117 trips per day, with 36 more trip ends occurring during the AM Peak Hour, and 22 fewer trip ends occurring during the PM Peak Hour. It should be noted that the site will not open until 9:00 AM in the morning. This is after the AM peak hour. Therefore, the AM trip estimates can be considered a conservatively high estimate.

TRIP DISTRIBUTION/ASSIGNMENT

Trip distribution represents the directional orientation of traffic to and from the project site. The project's trip distribution patterns are based on the location of driveways and the travel restrictions on the roadways (for example medians that prohibit left turns). The project will have two driveways. The driveway off of Mountain View Rd. will provide full access. However, the access to Valley Blvd. will only allow exiting vehicles to turn right (no inbound traffic will be allowed). It is recommended that appropriate signage and markings (RIGHT TURN ONLY signs and Right turn pavement arrows) be provided at the exit driveway onto Valley Blvd.

Therefore, traffic from the north, south, east, and west would likely have the following patterns:

From the north

Traffic would likely enter and exit the site through the Mountain View Rd. driveway. Since there is a residential neighborhood to the north, it is estimated that approximately 20% of the project traffic would come from the north.

From the south

Traffic would enter and exit the site through the Mountain View Rd. It is estimated that approximately 30% of the project traffic would come from the south.

From the east

Traffic would enter and exit the site through the Mountain View Rd. It is estimated that approximately 20% of the project traffic would come from the east.

From the west

Traffic would enter the site through the Mountain View Rd. driveway but would use the Valley Blvd. driveway to return to the west. It is estimated that approximately 30% of the project traffic would come from the west.

Attachment "B" contains the project trip distribution figures and intersection peak hour volumes. It also contains the truck turning templates illustrating how delivery trucks would access the site. Deliveries should occur during off-peak hours to reduce the potential of vehicular conflicts.

Drive-Thru Evaluation

The drive-thru lane for the proposed Pollo Campero restaurant will be able to accommodate approximately 7 vehicles. In order to determine the number of vehicles that would stack in the drive-thru lane during the peak periods, Trames Solutions has conducted a queuing survey during the midday (11:30 AM – 1:30 PM) and PM (5:00 PM – 7:00 PM) timeframes for three Pollo Campero restaurants in the Los Angeles area in August 2022 on a weekday.

- Pollo Campero (3540 W. Century Blvd.) – 2,900 sf
- Pollo Campero (7044 N. Topanga Canyon Blvd.) – 2,200 sf
- Pollo Campero (9000 Sepulveda Blvd.) – 3,290 sf

Two sites were also surveyed on a Saturday (February 2023) from 11 AM-2 PM and 4 PM-7 PM to determine the peak weekend drive-thru queues. The locations are as follows:

Pollo Campero (16606 Hawthorne Blvd., Lawndale) – 2,420 sf

Pollo Campero (10511 Beach Blvd., Stanton) – 2,420 sf

Based on the surveys, an average peak stacking rate of 1.59 vehicles and 1.65 vehicles per thousand square feet was determined for the weekday and weekend conditions, respectively. This rate was calculated by dividing the maximum number of observed vehicles in the drive-thru lane by the building square footage. Table 3 provides a summary of the empirical data. By applying this rate to the proposed restaurant's square footage, it is estimated that a maximum of 5 vehicles would be stacked during the peak hour (See Table 4) for both the weekday and weekend conditions.

Since the proposed drive-thru lane can accommodate approximately 7 vehicles, it is anticipated that adequate stacking will be provided for the proposed restaurant. In the event that additional stacking is required beyond the drive-thru lane, cars can stack behind the entrance without impeding inbound traffic from Mountain View Rd. Furthermore, a contingency plan is recommended that would provide an outside order taker to move queues along if the stacked vehicles exceed the drive-thru capacity.

Attachment "C" contains the empirical data survey sheets.

VEHICLE MILES TRAVELED (VMT) EVALUATION

The VMT evaluation is based on the passage of SB 743 which replaces automobile delay and LOS as the basis of determining CEQA impacts. The City of El Monte's TIA Guidelines has been used as a reference in determining if a project would have a significant vehicle miles traveled impact. The Guidelines establish screening threshold for certain type of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impact in CEQA (December 2018),

The three screening criteria includes 1) Transit Priority Area (TPA); 2) Low VMT Area Screening, and 3) Project Type Screening. If a project can be screened out of any of the criteria, a finding of less than significant impact can be made and no further analysis is required.

Based on the Project Type Screening, if a retail project is less than 25,000 sf and is local serving, a less-than-significant impact can be presumed. Local serving retail generally improves the convenience of obtaining goods/services close to home and has the effect of reducing vehicle travel. Since the proposed project will consist of a 2,598 sf fast food restaurant with a drive-thru, this falls below the 25,000 sf ceiling and can be considered to have a less-than-significant impact from a VMT perspective.

CONCLUSIONS

The proposed project is estimated to generate a net total of 117 new trips per day, with 36 more trip ends occurring during the AM Peak Hour, and 22 fewer trip ends occurring during the PM Peak Hour. This estimate is based on the existing commercial building being demolished to construct a new drive-thru restaurant. Since the project will generate fewer than 100 new trips during either of the peak hours, a full traffic study should not be necessary. However, to prevent vehicles from turning left onto Valley Blvd., it is recommended that appropriate signage and markings (RIGHT TURN ONLY signs and Right turn pavement arrows) be provided at the exiting driveway onto Valley Blvd.

Drive-thru evaluation

The drive-thru analysis indicates that the site plan can accommodate the drive-thru needs of the proposed restaurants and are not anticipated to impede the flow of the adjacent drive aisle or the public right of way. It should be noted that the analysis presented above represents a conservative assessment of the operations at the drive-thru for the following reasons:

1. The analysis is based on the maximum queues surveyed at the existing locations. These maximums occur infrequently. On average, the observed queues were considerably less.
2. The analysis periods represent the busiest time for the restaurant. At other times of the day, the queues are not anticipated to be as long.
3. A contingency plan is recommended that would provide an outside order taker to move queues along if the stacked vehicles exceed the drive-thru capacity.

Vehicle Miles Evaluation

The proposed project will consist of a 2,598 sf fast food restaurant with a drive-thru. The City's VMT guidelines allows projects to be screened out of a full analysis if local serving retail projects fall below the 25,000 sf. Since the project meets this criterion, it can be considered to have a less-than-significant impact from a VMT perspective.

If you have any questions, please contact me directly at (949) 244-2436.

Respectfully submitted,

Trames Solutions Inc.

Scott Sato, P.E.

Vice President

Attachment A – Site Plan
Attachment B – Trip Distribution, Traffic Volumes, Truck Turning Templates
Attachment C – Drive-Thru Survey Sheets

TABLE 1

PROJECT TRIP GENERATION RATES[1]

Land Use	ITE Code	Quantity[2]	Peak Hour Trip Rates						Daily
			AM			PM			
			IN	OUT	Total	IN	OUT	Total	
Fast-Food Restaurant w/ Drive-Through Window	934	2.598 TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Shopping Center (<40k)	822	9 TSF	1.42	0.94	2.36	3.30	3.29	6.59	54.45

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] TSF = Thousand Square Feet

TABLE 2

PROJECT TRIP GENERATION SUMMARY

Land Use	ITE Code	Quantity[1]	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Fast-Food Restaurant w/ Drive-Through Window	934	2.598 TSF	59	57	116	45	41	86	1,215
Pass-By Reduction (50%-AM, 55%-PM)			*-30*	*-29*	*-59*	*-25*	*-23*	*-48*	*-608*
Proposed Project Trips			29	28	57	20	18	38	607
Previously Approved Shopping Center (<40k)	822	9 TSF	-13	-8	-21	-30	-30	-60	-490
NET ADDITIONAL PROJECT TRIPS			**16**	**20**	**36**	**-10**	**-12**	**-22**	**117**

[1] TSF = Thousand Square Feet

TABLE 3

EMPIRICAL DATA DRIVE THRU SURVEY SUMMARY

Empirical Data Summary

LOCATION	Building Area (sf)	MAXIMUM NUMBER OF VEHICLES OBSERVED IN THE DRIVE-THRU LANE	PEAK STACKING RATE (VEH/TSF)
WEEKDAY CONDITIONS			
Pollo Campero, 3540 W Century Blvd	2900	5	1.72
Pollo Campero, 7044 N Topanga Canyon Blvd	2200	4	1.82
Pollo Campero, 9000 Sepulveda Blvd	3290	4	1.22
Average			1.59
WEEKEND CONDITIONS			
Pollo Campero, 16606 Hawthorne Blvd.	2420	4	1.65
Pollo Campero, 10511 Beach Blvd.	2420	4	1.65
Average			1.65

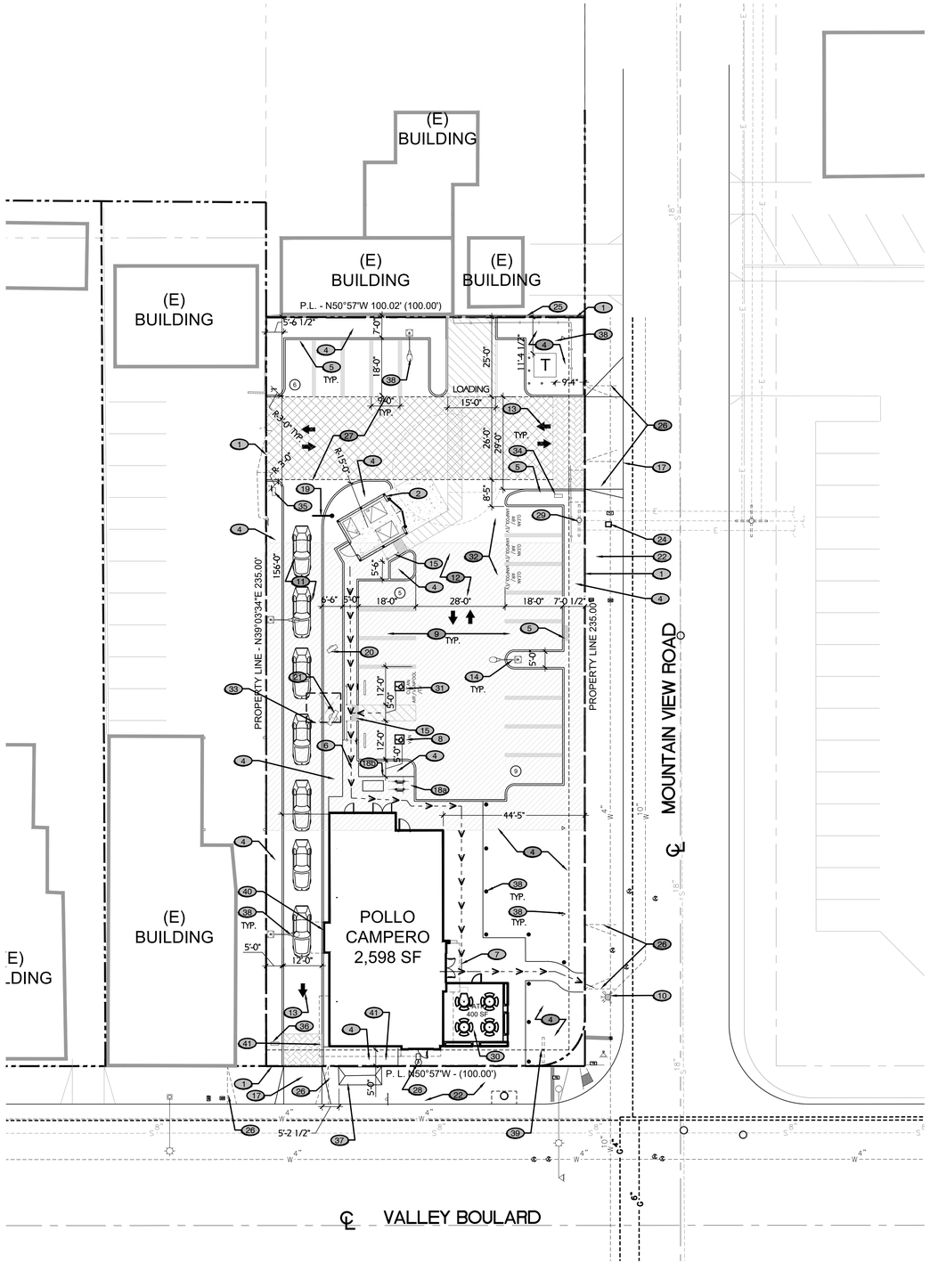
TABLE 4

PROJECT DRIVE THRU EVALUATION

PROJECT	PEAK HOUR DRIVE-THRU STACKING RATIO BASED ON EMPIRCAL DATA (VEH/TSF)	ESTIMATED MAXIMUM NUMBER OF STACKED VEHICLES	PROPOSED NUMBER OF VEHICLES PROVIDED IN THE DRIVE-THRU LANE
WEEKDAY CONDITIONS			
Pollo Campero (2,598 sf)	1.59	5	7
WEEKEND CONDITIONS			
Pollo Campero (2,598 sf)	1.65	5	7

ATTACHMENT A

SITE PLAN



KEYNOTES

1	EXIST. PROPERTY LINE.
2	CMU WALL TRASH ENCLOSURE WITH METAL GATES.
3	(E) UTILITY CABINET.
4	LANDSCAPE AREA W/ IRRIGATION & PLANTING.
5	6" CONCRETE CURB.
6	CONCRETE SIDEWALK OR SLAB.
7	ACCESSIBLE PATH OF TRAVEL MAX 5% SLOPE IN DIRECTION OF TRAVEL & MAX. 2% CROSS SLOPE TO ACCESSIBLE PARKING & PUBLIC WAY.
8	VAN ACCESSIBLE PARKING STALL.
9	STANDARD PARKING STALL.
10	(E) FIRE HYDRANT.
11	CONCRETE DRIVE THRU LANE.
12	ASPHALT PARKING LOT PAVING AND PAVEMENT MARKING AS OCCURS.
13	PAINTED DIRECTIONAL ARROWS.
14	LIGHT POLE.
15	CURB RAMP WITH DETECTABLE WARNING SURFACE W/ TRUNCATED DOMES.
16	MONUMENT SIGN PROVIDED BY SIGNAGE VENDOR,
17	NEW DRIVE WAY.
18	a) BIKE RACK FOR (2) BICYCLES; SHORT TERM PARKING b) BIKE RACK FOR (2) BICYCLES- LONG TERM PARKING
19	CLEARANCE BAR PROVIDED BY SIGNAGE VENDOR, FOOTING PROVIDED BY G.C..
20	PREVIEW MENU BOARD. PROVIDED BY OWNER, FOOTING PROVIDED BY G.C..
21	MENU BOARD PROVIDED BY OWNER, FOOTING PROVIDED BY G.C..
22	(E) SIDE WALK
23	(E) FENCE TO BE REMOVED.
24	(E) UTILITY CABINET
25	REMOVE (E) FENCE & REPLACE WITH 6' HT CMU DECORATIVE WALL WITH A STEP DOWN TO 4' IN THE SETBACK AREA. RE:13/A0.2
26	(E) DRIVEWAY TO BE REMOVED.
27	(E) EASEMENT.
28	(E) POWER POLE TO BE REMOVED.
29	(E) POWER POLE.
30	CONCRETE PATIO WITH FIXED TABLES AND UMBRELLAS
31	EV VAN ACCESSIBLE PARKING STALL.
32	DESIGNATED PARKING FOR CLEAN AIR VEHICLES.
33	CANOPY OVER MENU BOARD
34	DRIVE THRU DIRECTION SIGN, PROVIDED BY OWNER, FOOTING BY G.C.
35	DRIVE THRU ENTRY SIGN, PROVIDED BY OWNER, FOOTING BY G.C.
36	DRIVE THRU EXIT SIGN, PROVIDED BY OWNER, FOOTING BY G.C.
37	(E) BUS BENCH, TO REMAIN.
38	SITE POLE LIGHT, ILLUMINATED BOLLARD, AND UPLIGHT SEE LEGEND BELOW
39	(E) SITE PYLON SIGN, TO BE REFACED.
40	DRIVE THRU' WINDOW WITH METAL AWNING
41	METAL AWNING SEE FLOOR PLAN AND ELEVATIONS

PARKING CALCULATIONS

SITE - PARKING REQUIRED:
RESTAURANT DRIVE-THRU
RATIO: 1/150

- 2,598SF BLDG. /150= 18 STALLS REQUIRED
- OUTDOOR SEATING: 1 SPACES REQUIRED FOR 400 SQ. FT
- ADA PARKING FOR 1-25 PARKING STALLS =1 ADA PARKING STALL REQUIRED, PER 2022 CBC.
- EV CAPABLE SPACES FOR 10-25 PARKING SPACES = 4 EV SPACES REQUIRED PER 2022 GREEN BUILDING STANDARDS(INCLUDES THE VAN ACCESSIBLE EV STALL)
- ADA/VAN ACCESSIBLE PARKING FOR 5-25 EV STALLS= 1 ADA/ VAN ACCESSIBLE REQUIRED, PER 2022 CBC

TOTAL PARKING REQUIRED= 19 STALLS
TOTAL PARKING PROVIDED = 20 STALLS (INCLUDING 2 HC & 4 EV)
LOADING REQUIRED AND PROVIDED = 1 SPACE

SPECIFICATIONS

LONG TERM BIKE PARKING: CYCLESAFE BIKE LOCKER STANDARD MODEL, 2 BIKE CAPACITY (SM-M02)

SHORT TERM BIKE PARKING: ORION, 2 BIKE CAPACITY (ORNS-2-SF-G)

OUTDOOR SEATING: BELSON OUTDOORS POLISHED TERRAZZO ROUND PICNIC TABLES

PROJECT SCOPE OF WORK

DEMOLITION OF EXISTING BUILDING AND PARKING LOT, MODIFICATION OF EXISTING DRIVEWAY ENTRANCES NEW GROUND UP BUILDING WITH DRIVE THRU' WITH PATIO, NEW PARKING LOT, STRIPPING, SITE LIGHTING, & TRASH ENCLOSURE

SITE LIGHTING SPECS

SITE LIGHT: LSI INDUSTRIES - SLM-LED-24L-SIL-FT-50-IL-70CRI MOUNTED AT 20'

PIPE BOLLARD: LSI INDUSTRIES - CBR8-2L-30 3' HIGH

LANDSCPE UPLIGHT: FX LUMINARE PB

SITE DATA

CLIENT:	POLLO CAMPERO OF CA., LLC 12404 PARK CENTRAL DR. #250N DALLAS, TX 75251
PROJECT ADDRESS:	11863 VALLEY BLVD. EL MONTE, CA
JURISDICTION:	CITY OF EL MONTE
APN:	8565-013-005
ZONING:	C-3 (GENERAL COMMERCIAL)
SITE AREA:	+/- 23,582 SF (0.54 ACRES)
SITE COVERAGE:	±11%
FAR	0.11

SETBACKS:
- FRONT : 5'-0"
- EAST SIDE : 5'-0"
- REAR: 25'-0"

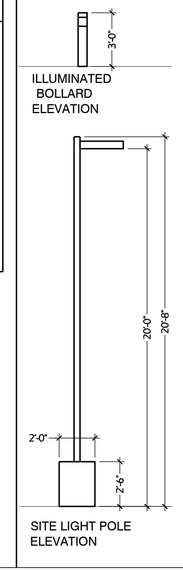
LANDSCAPE % = 5,997 SF OF LANDSCAPE FOR ±25.4 % OF TOTAL SITE AREA.

BUILDING DATA

TOTAL SITE AREA:	±0.54 ACRES
BUILDING AREA:	2,598 S.F. 500 S.F. MAX PATIO
STORIES:	(1)
BUILDING HEIGHT:	25'-0" (45' MAX. ALLOWED)
USE:	A-2 RESTAURANT DRIVE-THRU
CONST. TYPE:	V-B

LEGEND

- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL:
  - 48" MIN. CLEAR WIDTH PATH OF TRAVEL
  - 5% MAX. SLOPE
  - 2% MAX CROSS SLOPE
- ACCESSIBLE PARKING
- SITE LIGHTING 20' HIGH (SEE PHOTOMETRICS FOR CUT SHEET)
- 3' HIGH PIPE BOLLARD LANDSCPE UPLIGHT - SEE LANDSCAPE PLANS FOR CUT SHEET
- LANDSCAPE
- (E) FIRE HYDRANT
- (E) BUILDING TO BE DEMOLISHED



SHEET INDEX

PRELIMINARY SITE PLAN | SCALE: 1"=20' | 1

CONSULTANT:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
Suite 310
IRVINE, CA 92614

STAMP:

PROJECT OWNER:

Pollo Campero

PROJECT ADDRESS:

11863 VALLEY BOULEVARD
EL MONTE, CA 91732

ISSUE FOR DESCRIPTION:

PLANNING SUBMITTAL

ISSUE DATE:

11/15/2023

REVISIONS:

NO.	DESCRIPTION	DATE
	INITIAL PLAN REVIEW	2/14/2023
	CUP & DESIGN REVIEW	8/15/2023
	2ND PLANNING SUBMITTAL	11/15/2023
	3RD PLANNING SUBMITTAL	01/22/2023

PROJECT MANAGER: VANDANA KELKAR

DRAWN BY: J.C

PROJECT NUMBER: PCC22004.0

SHEET TITLE:

PRELIMINARY SITE PLAN

SHEET NUMBER:

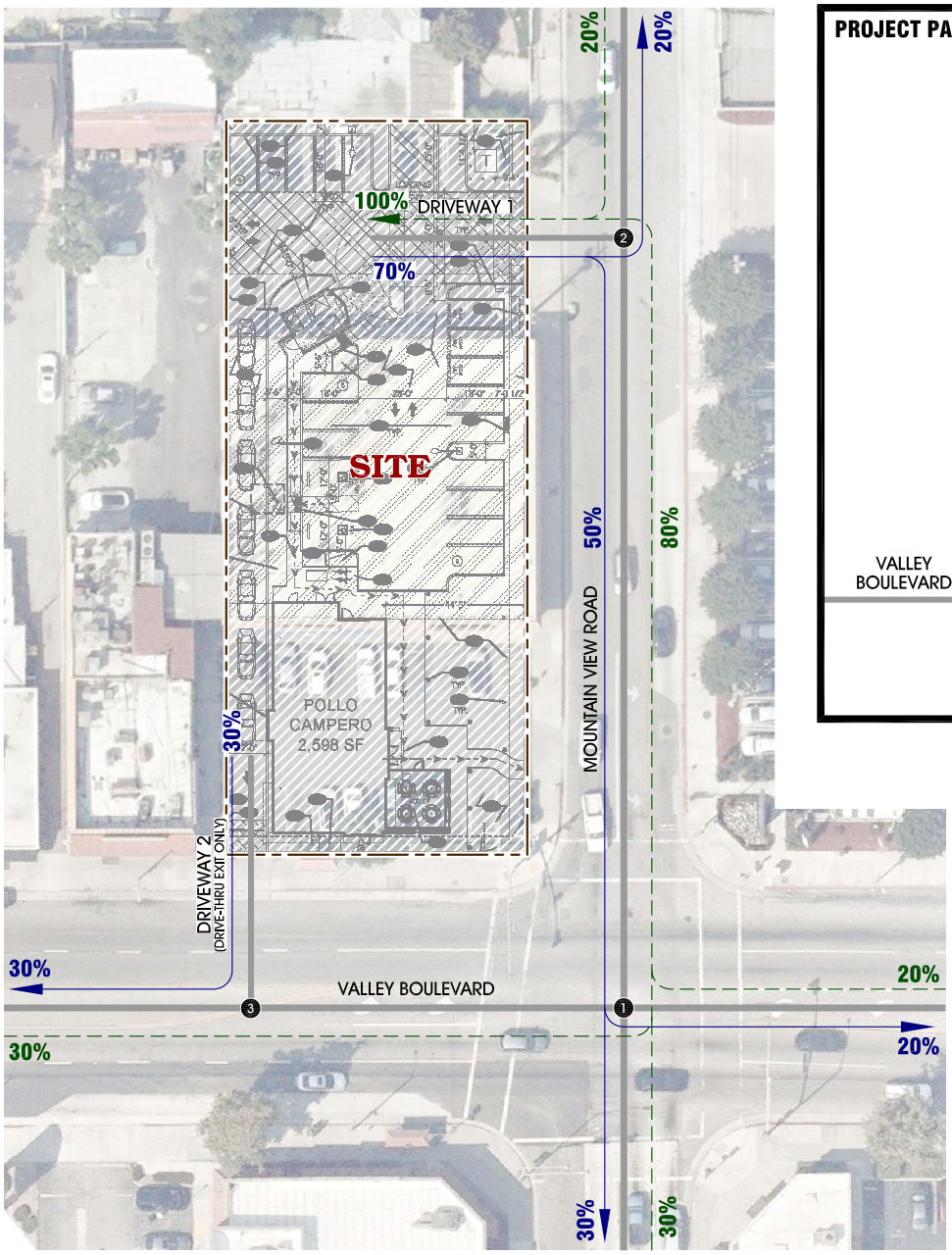
AS1.0

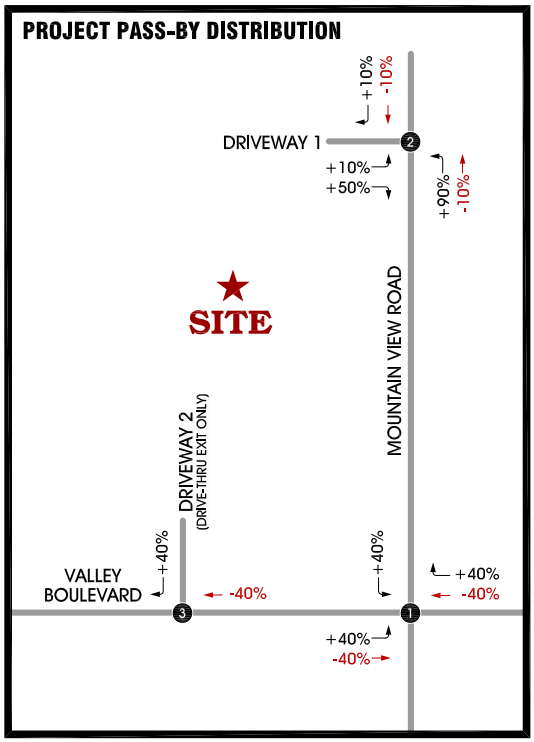
ATTACHMENT B

Trip Distribution, Traffic Volumes, and Truck Turning Template

FIGURE 1

PROJECT TRIP DISTRIBUTION





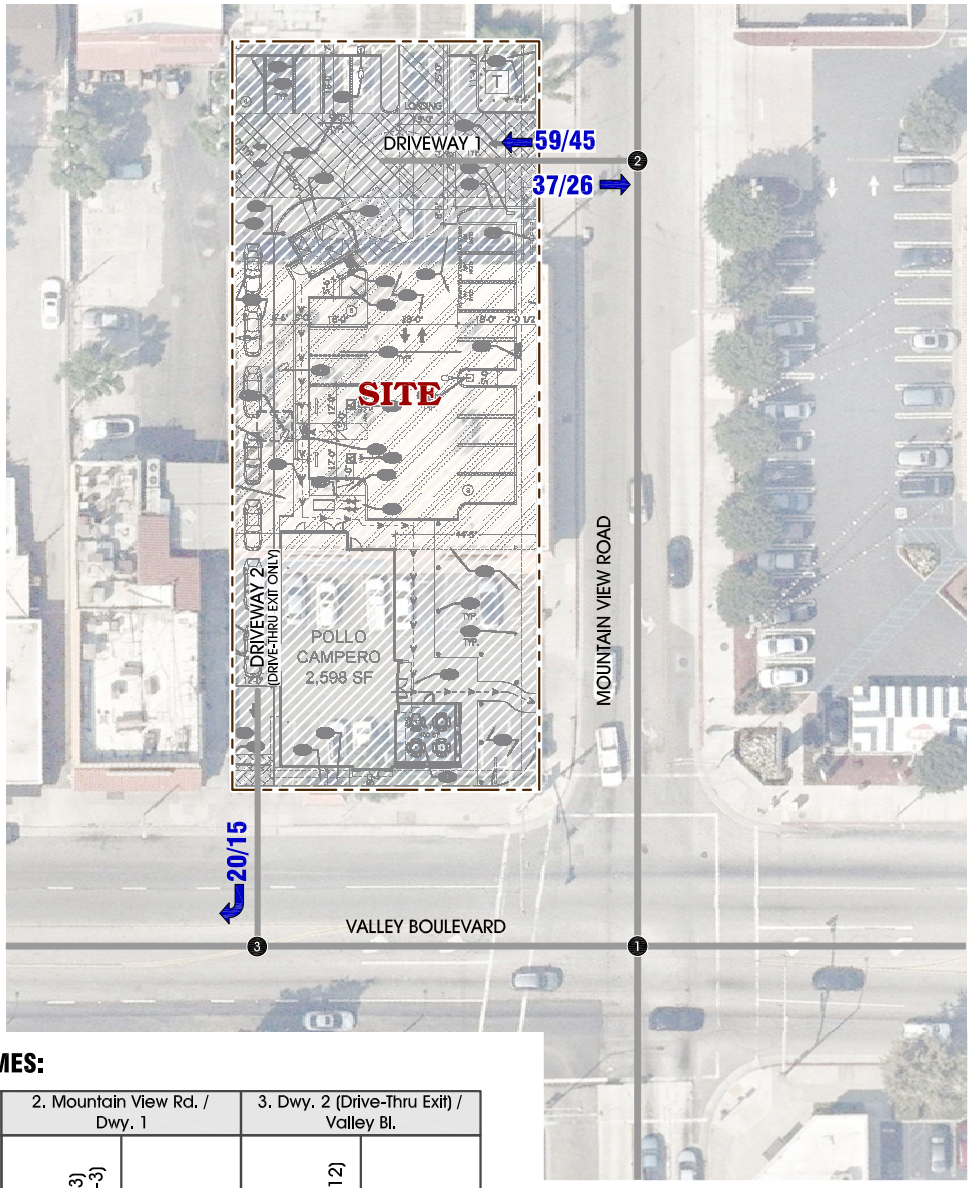
LEGEND:

- (#) = INTERSECTION ID
- 10% = PERCENT FROM PROJECT
- 10% = PERCENT TO PROJECT
- +10% = PROJECT PASS-BY PERCENTAGE ADDED TO PROJECT DRIVEWAY
- -10% = PROJECT PASS-BY PERCENTAGE REMOVED FROM EXISTING TRAFFIC

N

FIGURE 2

PROJECT ONLY AND PROJECT PASS-BY PEAK HOUR INTERSECTION VOLUMES



AM PEAK HOUR VOLUMES:

1. Mountain View Rd. / Valley Bl.		2. Mountain View Rd. / Dwy. 1		3. Dwy. 2 (Drive-Thru Exit) / Valley Bl.	
0(0) 8(0) 6(12)	5(12) 0(-12) 0(0)	6(3) 0(-3)		8(12)	0(-12)
9(12) 0(-12) 0(0)	0(0) 0(0) 0(0)	6(2) 14(15)	23(27) 0(-3)	9(0)	

PROJECT PASS-BY PEAK HOUR INTERSECTION VOLUMES:

1. Mountain View Rd. / Valley Bl.		2. Mountain View Rd. / Dwy. 1		3. Dwy. 2 (Drive-Thru Exit) / Valley Bl.	
0(0) 5(0) 4(10)	4(10) 0(-10) 0(0)	4(2) 0(-2)		5(10)	0(-10)
6(10) 0(-10) 0(0)	0(0) 0(0) 0(0)	4(1) 9(12)	16(23) 0(-3)	6(0)	

LEGEND:

- (#) = INTERSECTION ID
- 10(10) = PROJECT ONLY TRIPS (PASS BY TRIPS)
- 10/10 = AM/PM TOTAL PROJECT TRIPS WITH PASS-BY AT DRIVEWAYS PROJECT DRIVEWAYS

N

VALLEY BOULEVARD

PROPOSED BUILDING

R 55.14 ft

R 358.54 ft

R 35.01 ft

R 36.00 ft

29'

R 54.89 ft

MOUNTAIN VIEW ROAD

EXISTING CURB

PLAN

SCALE: 1" = 20'-0"

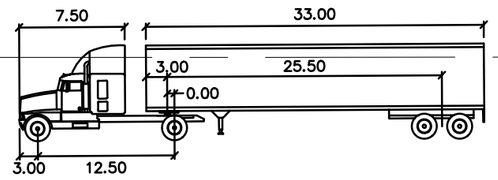
0 10' 20' 40'

GRAPHIC SCALE

LEGEND

VEHICLE BODY PATH

VEHICLE PROFILE



WB-40	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	8.00		

kpff

140 Newport Center Drive,
Suite 100
Newport Beach, CA 92660
O: 949.478.8800
www.kpff.com

POLLO CAMPERO
VEHICLE SIMULATION
WITH 29' WIDENED DRIVEWAY
11863 VALLEY BOULEVARD
EL MONTE, CA 91732

Date:	01-22-2024
Project Number:	2200146
Drawn By:	AG
Checked By:	TL
Scale:	Per Plan

Sheet Name:

EXHB-1

Drawing: P:\2022\2200146 - 19 - Pollo Campero El Monte\DWG\EXHIBIT\Auto Turn\TRUCK TURN EXHIBIT_2024.01.15_REV3.dwg Last Plotted: Tuesday, January 23, 2024 10:41:28 AM By: Amanda Gomez

ATTACHMENT C

DRIVE-THRU SURVEY SHEETS

DRIVE THRU SURVEY

LOCATION: Pollo Campero, 3540 W Century Blvd
CITY: Inglewood

DAY: Wednesday
DATE: 8/31/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
11:30	0	0	0	**0**
11:35	0	0	0	**0**
11:40	1	1	0	**2**
11:45	1	0	0	**1**
11:50	1	1	0	**2**
11:55	2	1	0	**3**
12:00	1	1	0	**2**
12:05	1	0	0	**1**
12:10	1	0	0	**1**
12:15	0	0	0	**0**
12:20	1	1	0	**2**
12:25	1	1	0	**2**
12:30	1	1	0	**2**
12:35	1	1	0	**2**
12:40	1	1	0	**2**
12:45	0	0	0	**0**
12:50	1	2	0	**3**
12:55	2	1	0	**3**
13:00	1	1	0	**2**
13:05	1	0	0	**1**
13:10	1	1	0	**2**
13:15	0	0	0	**0**
13:20	0	0	0	**0**
13:25	0	0	0	**0**
13:30	2	1	0	**3**

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Corona, CA 92878
951-268-6268

DRIVE THRU SURVEY

LOCATION: Pollo Campero, 3540 W Century Blvd
CITY: Inglewood

DAY: Wednesday
DATE: 8/31/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
17:00	1	0	0	**1**
17:05	1	1	0	**2**
17:10	0	0	0	**0**
17:15	1	0	0	**1**
17:20	0	0	0	**0**
17:25	0	0	1	**1**
17:30	2	2	0	**4**
17:35	2	2	0	**4**
17:40	2	2	0	**4**
17:45	1	1	0	**2**
17:50	1	1	0	**2**
17:55	2	2	1	**5**
18:00	3	1	0	**4**
18:05	2	2	0	**4**
18:10	2	1	0	**3**
18:15	1	1	0	**2**
18:20	0	0	0	**0**
18:25	0	0	0	**0**
18:30	1	1	0	**2**
18:35	1	0	0	**1**
18:40	1	1	0	**2**
18:45	1	0	0	**1**
18:50	1	0	0	**1**
18:55	0	0	0	**0**
19:00		0	0	**0**

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DRIVE THRU SURVEY

LOCATION: Pollo Campero, 7044 N Topanga Canyon Blvd
CITY: Los Angeles

DAY: Wednesday
DATE: 8/31/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
11:30	1	1	0	**2**
11:35	0	0	0	**0**
11:40	0	0	0	**0**
11:45	0	0	0	**0**
11:50	1	1	0	**2**
11:55	1	1	0	**2**
12:00	1	0	0	**1**
12:05	1	1	0	**2**
12:10	1	1	0	**2**
12:15	1	1	0	**2**
12:20	1	1	0	**2**
12:25	0	0	0	**0**
12:30	1	1	0	**2**
12:35	0	0	0	**0**
12:40	0	0	0	**0**
12:45	0	0	0	**0**
12:50	1	0	0	**1**
12:55	1	1	0	**2**
13:00	2	1	0	**3**
13:05	1	0	0	**1**
13:10	1	0	0	**1**
13:15	0	0	0	**0**
13:20	2	1	0	**3**
13:25	1	1	0	**2**
13:30	1	1	0	**2**

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951-268-6268

DRIVE THRU SURVEY

LOCATION: Pollo Campero, 7044 N Topanga Canyon Blvd
CITY: Los Angeles

DAY: Wednesday
DATE: 8/31/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
17:00	0	0	0	**0**
17:05	0	0	0	**0**
17:10	0	0	0	**0**
17:15	0	0	0	**0**
17:20	0	0	0	**0**
17:25	0	0	0	**0**
17:30	0	0	0	**0**
17:35	0	0	0	**0**
17:40	0	0	0	**0**
17:45	1	1	0	**2**
17:50	2	1	0	**3**
17:55	1	1	0	**2**
18:00	1	1	0	**2**
18:05	0	0	0	**0**
18:10	0	0	0	**0**
18:15	0	0	0	**0**
18:20	0	0	0	**0**
18:25	1	1	0	**2**
18:30	1	1	0	**2**
18:35	2	1	1	**4**
18:40	1	1	0	**2**
18:45	0	0	0	**0**
18:50	0	0	0	**0**
18:55	0	0	0	**0**
19:00	0	0	0	**0**

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DRIVE THRU SURVEY

LOCATION: Pollo Campero, 9000 Sepulveda Blvd
CITY: Los Angeles

DAY: Wednesday
DATE: 8/31/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
11:30	1	1	0	**2**
11:35	2	1	0	**3**
11:40	0	0	0	**0**
11:45	0	0	0	**0**
11:50	0	0	0	**0**
11:55	0	0	0	**0**
12:00	0	0	0	**0**
12:05	1	1	0	**2**
12:10	2	1	0	**3**
12:15	2	1	0	**3**
12:20	2	1	0	**3**
12:25	1	1	0	**2**
12:30	2	1	0	**3**
12:35	1	1	0	**2**
12:40	1	1	0	**2**
12:45	2	2	0	**4**
12:50	1	1	0	**2**
12:55	1	1	0	**2**
13:00	0	0	0	**0**
13:05	0	0	0	**0**
13:10	0	0	0	**0**
13:15	1	1	0	**2**
13:20	2	0	0	**2**
13:25	1	1	0	**2**
13:30	1	1	0	**2**

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DRIVE THRU SURVEY

LOCATION: Pollo Campero, 9000 Sepulveda Blvd
CITY: Los Angeles

DAY: Wednesday
DATE: 8/31/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
17:00	1	0	0	**1**
17:05	1	0	0	**1**
17:10	1	1	0	**2**
17:15	1	0	0	**1**
17:20	1	0	0	**1**
17:25	1	0	0	**1**
17:30	0	0	0	**0**
17:35	1	0	0	**1**
17:40	1	1	0	**2**
17:45	2	1	0	**3**
17:50	3	0	0	**3**
17:55	0	0	0	**0**
18:00	0	0	0	**0**
18:05	1	1	0	**2**
18:10	2	1	0	**3**
18:15	0	0	0	**0**
18:20	0	0	0	**0**
18:25	2	1	0	**3**
18:30	1	1	0	**2**
18:35	2	1	0	**3**
18:40	1	1	0	**2**
18:45	3	1	0	**4**
18:50	2	1	0	**3**
18:55	3	1	0	**4**
19:00	0	0	0	**0**

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Pollo Campero - Saturday

Location:	16606 Hawthorne Blvd	Date:	2/25/2023
City:	Lawndale, CA	Day:	Saturday

Queue Study

Time	Total Queue	Notes
11:00 AM	1	
11:05 AM	1	
11:10 AM	0	
11:15 AM	0	
11:20 AM	0	
11:25 AM	1	
11:30 AM	2	
11:35 AM	1	
11:40 AM	1	
11:45 AM	0	
11:50 AM	2	
11:55 AM	2	
12:00 PM	2	
12:05 PM	0	
12:10 PM	1	
12:15 PM	0	
12:20 PM	0	
12:25 PM	1	
12:30 PM	1	
12:35 PM	2	
12:40 PM	1	
12:45 PM	0	
12:50 PM	2	
12:55 PM	1	
1:00 PM	1	
1:05 PM	1	
1:10 PM	2	
1:15 PM	3	
1:20 PM	2	
1:25 PM	1	
1:30 PM	1	
1:35 PM	0	
1:40 PM	0	
1:45 PM	0	
1:50 PM	2	
1:55 PM	1	

Pollo Campero - Saturday

Location:	16606 Hawthorne Blvd	Date:	2/25/2023
City:	Lawndale, CA	Day:	Saturday

Queue Study

Time	Total Queue	Notes
4:00 PM	1	
4:05 PM	3	
4:10 PM	2	
4:15 PM	0	
4:20 PM	1	
4:25 PM	1	
4:30 PM	1	
4:35 PM	1	
4:40 PM	3	
4:45 PM	4	
4:50 PM	3	
4:55 PM	2	
5:00 PM	3	
5:05 PM	4	
5:10 PM	2	
5:15 PM	1	
5:20 PM	2	
5:25 PM	3	
5:30 PM	2	
5:35 PM	2	
5:40 PM	1	
5:45 PM	1	
5:50 PM	1	
5:55 PM	0	
6:00 PM	0	
6:05 PM	2	
6:10 PM	1	
6:15 PM	2	
6:20 PM	1	
6:25 PM	1	
6:30 PM	2	
6:35 PM	1	
6:40 PM	1	
6:45 PM	2	
6:50 PM	1	
6:55 PM	2	

Pollo Campero - Saturday

Location:	10511 Beach Blvd	Date:	2/25/2023
City:	Stanton, CA	Day:	Saturday

Queue Study

Time	Total Queue	Notes
11:00 AM	0	
11:05 AM	0	
11:10 AM	1	
11:15 AM	1	
11:20 AM	0	
11:25 AM	1	
11:30 AM	1	
11:35 AM	0	
11:40 AM	1	
11:45 AM	0	
11:50 AM	1	
11:55 AM	1	
12:00 PM	0	
12:05 PM	1	
12:10 PM	1	
12:15 PM	0	
12:20 PM	2	
12:25 PM	1	
12:30 PM	1	
12:35 PM	0	
12:40 PM	0	
12:45 PM	2	
12:50 PM	1	
12:55 PM	1	
1:00 PM	2	
1:05 PM	1	
1:10 PM	1	
1:15 PM	2	
1:20 PM	2	
1:25 PM	3	
1:30 PM	2	
1:35 PM	3	
1:40 PM	1	
1:45 PM	1	
1:50 PM	0	
1:55 PM	1	

Pollo Campero - Saturday

Location:	10511 Beach Blvd	Date:	2/25/2023
City:	Stanton, CA	Day:	Saturday

Queue Study

Time	Total Queue	Notes
4:00 PM	1	
4:05 PM	2	
4:10 PM	0	
4:15 PM	0	
4:20 PM	2	
4:25 PM	2	
4:30 PM	0	
4:35 PM	1	
4:40 PM	0	
4:45 PM	0	
4:50 PM	1	
4:55 PM	2	
5:00 PM	3	
5:05 PM	1	
5:10 PM	0	
5:15 PM	1	
5:20 PM	4	
5:25 PM	2	
5:30 PM	3	
5:35 PM	3	
5:40 PM	3	
5:45 PM	1	
5:50 PM	1	
5:55 PM	3	
6:00 PM	1	
6:05 PM	1	
6:10 PM	0	
6:15 PM	1	
6:20 PM	0	
6:25 PM	1	
6:30 PM	0	
6:35 PM	2	
6:40 PM	2	
6:45 PM	3	
6:50 PM	1	
6:55 PM	1	