City of Woodland
Community Development Department

Redwood Empire Pressure Treating Facility Project

Initial Study/Mitigated Negative Declaration

October 2024

RANEY PLANNING & MANAGEMENT, INC.
25 years
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INITIAL STUDY
OCTOBER 2024

A. PROJECT SUMMARY

1. Project Title: Redwood Empire Pressure Treating Facility Project

2. Lead Agency Name and Address: City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

3. Contact Person and Phone Number: Anna Canales
Assistant Planner
(530) 661-5819

4. Project Location: 22 North Pioneer Avenue
Woodland, CA 95776
Assessor Parcel Number (APN) 063-030-028

5. Project Sponsor's Name and Address: Joe Burch/Tim Semons
22 North Pioneer Avenue
Woodland, CA 95776

6. Existing General Plan Designation: Industrial (IN)

7. Existing Zoning Designation: Industrial General (IG)

8. Required Approvals from Other Public Agencies: None

9. Surrounding Land Uses and Setting:

The project site, identified by APN 063-030-028, consists primarily of the western six acres of the 13.31-acre Redwood Empire remanufacturing facility located at 22 North Pioneer Avenue in the City of Woodland, California. Areas of the site that would be disturbed as part of the proposed project currently consist of paved ground and are used for lumber inventory storage. The California Northern Railroad tracks run along the northern boundary of the site and the site is surrounded entirely by light industrial uses. Specifically, surrounding existing land uses include a treated lumber distribution facility to the north; a plywood storage bin and construction supply manufacturer to the east, across North Pioneer Avenue; a U-Haul dealer and self-storage facility to the south, across East Beamer Street; and a furniture warehouse, self-storage-facility, and auction item warehouse to the west, across State Route (SR) 113 and Interstate 5 (I-5). The project site is designated IN by the General Plan and zoned IG.

10. Project Description Summary:

The Redwood Empire Project (proposed project) would include the relocation and modernization of Redwood Empire's pressure treating facility from its existing location in

Weed, California, to Redwood Empire's remanufacturing facility located at the project site. The proposed project would include the construction of four metal buildings, consisting of a 22,000-square-foot (sf) storage building, 5,000-sf stock keeping unit (SKU) and wrapping station building, a 17,050-sf breakdown and incisor building, and a 37,200-sf pressure treating building. Lastly, the project would include updates to the existing on-site infrastructure to facilitate expansion of the existing facility.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), project notification letters were distributed to the Cachil Dehe Band of Wintun Indians of the Colusa Indian Community, Cortina Ranchera – Kletsel Dehe Band of Wintun Indians, Grindstone Rancheria of Wintun-Wailaki, Wilton Rancheria, and Yocha Dehe Wintun Nation on May 24, 2024. During the mandatory 30-day consultation period, one request for consultation was received by Yocha Dehe Wintun Nation. As part of consultation, the tribe requested to meet with the City, and provided tribe-specific mitigation recommendations, which are included in this IS/MND. Additional requests for consultation were not received.

B. SOURCES

The following documents are referenced information sources used in this analysis:

1. CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed June 2024.
2. CalFire. *Fire Resource Assessment Program.* Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed June 2024.
3. California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/dlrp/ciff/ Accessed May 2024.
4. California Department of Conservation. *Earthquake Zones of Required Investigation.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed May 2024.
5. California Department of Forestry and Fire Protection. *California Fire Hazard Severity Zone Viewer. Available at:* https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed May 2024.
6. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 2020.
7. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
8. City of Woodland. *2020 Urban Water Management Plan.* June 2021.
9. City of Woodland. *2035 General Plan and Climate Action Plan Public Review Draft Environmental Impact Report.* September 2016.
10. City of Woodland. *City of Woodland Comprehensive Zoning Code.* Adopted June 2024.
11. City of Woodland. *City of Woodland General Plan 2035*. May 2017.
12. Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed May 2024.
13. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

14. State Water Resources Control Board. *GeoTracker Public Site.* Available at: https://geotracker.waterboards.ca.gov/map/. Accessed May 2024.
15. Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "less-than-significant with mitigation" as indicated by the checklist on the following pages.

☐ **Aesthetics**	☐ **Agriculture and Forest Resources**	☐ **Air Quality**
✖ **Biological Resources**	✖ **Cultural Resources**	☐ **Energy**
✖ **Geology and Soils**	☐ **Greenhouse Gas Emissions**	☐ **Hazards and Hazardous Materials**
✖ **Hydrology and Water Quality**	☐ **Land Use and Planning**	☐ **Mineral Resources**
☐ **Noise**	☐ **Population and Housing**	☐ **Public Services**
☐ **Recreation**	☐ **Transportation**	✖ **Tribal Cultural Resources**
☐ **Utilities and Service Systems**	☐ **Wildfire**	☐ **Mandatory Findings of Significance**

D. DETERMINATION

On the basis of this initial study:

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

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

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

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

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

Signature	Date
Anna Canales, Assistant Planner	City of Woodland
Printed Name	For

E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed.

The mitigation measures prescribed for environmental effects described in this IS/MND will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the proposed project through project conditions of approval. The City will adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with approval of the project.

The City of Woodland adopted the 2035 General Plan and certified the General Plan Environmental Impact Report (EIR) on May 16, 2017. The General Plan EIR was prepared as a program-level EIR, pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.). The Woodland General Plan EIR analyzed the proposed General Plan and Alternatives. Additionally, the City of Woodland adopted the 2035 Climate Action Plan (CAP) in May 2017, which presented a set of community-generated strategies to guide the City of Woodland, residents, and local businesses in reducing greenhouse gas (GHG) emissions consistent with the State goals for addressing California's contribution to climate change. Information for the environmental setting discussions for each section of this IS/MND is largely based on information on the City of Woodland General Plan, General Plan EIR, and CAP.

Pursuant to Section 15152 of the CEQA Guidelines, a project which is consistent with the General Plan and zoning of the City may tier from the analysis contained in the General Plan EIR, incorporating by reference the general discussions from the broader EIR. The proposed project would be consistent with the General Plan and zoning designations for the project site; therefore, in accordance with Section 15152 of the CEQA Guidelines, the analysis within this Initial Study will rely on analysis previously prepared in the General Plan EIR.

F. PROJECT DESCRIPTION

The following section includes a description of the project's location and surrounding land uses, as well as a discussion of the project components and discretionary actions.

Project Location and Surrounding Land Uses

The project site, identified by APN 063-030-028, consists primarily of the western six acres of the13.31-acre Redwood Empire remanufacturing facility located at 22 North Pioneer Avenue in the City of Woodland, California (see Figure 1). Areas of the site that would be disturbed as part of the proposed project currently consist of paved ground and are used for lumber inventory storage. The City's General Plan designates the site as IN and the site is zoned IG.

The California Northern Railroad tracks run along the northern boundary of the site and the project site is entirely surrounded by light industrial uses. Surrounding land uses include a treated lumber distribution facility to the north; a plywood storage bin and construction supply manufacturer to the east, across North Pioneer Avenue; a U-Haul dealer and self-storage facility, and auction item warehouse to the west, across SR 113 and I-5; and a U-Haul dealer and self-storage facility to the south (see Figure 2).

Figure 1
Project Vicinity Map



Figure 2
Project Location



Project Components

The proposed project consists of the relocation and modernization of the Redwood Empire pressure treating facility from Weed, California, to Redwood Empire's remanufacturing facility located at the project site. The proposed project would include construction of four metal buildings consisting of a 22,000-sf storage building, 5,000-sf SKU and wrapping station building, a 17,050-sf breakdown and incisor building, and a 37,200-sf pressure treating building (see Figure 3).

Currently, the existing remanufacturing facility has a total of 27 employees, which would increase to a total of 40 employees with implementation of the proposed project. Truck traffic is also anticipated to increase from six trucks to up to 15 trucks per day. In addition, the number of railcars is anticipated to increase from approximately two to approximately six per week. The hours of operation would not change as a result of the proposed project and the facility would continue to operate for eight-hours per day, Monday through Friday.

The proposed project would also include updates to the existing on-site infrastructure to facilitate expansion of the existing facility. The proposed project would require approval of a Zoning Administrator Permit. The following includes a description of the on-site infrastructure improvements as well as the required approvals for the proposed project.

Utilities

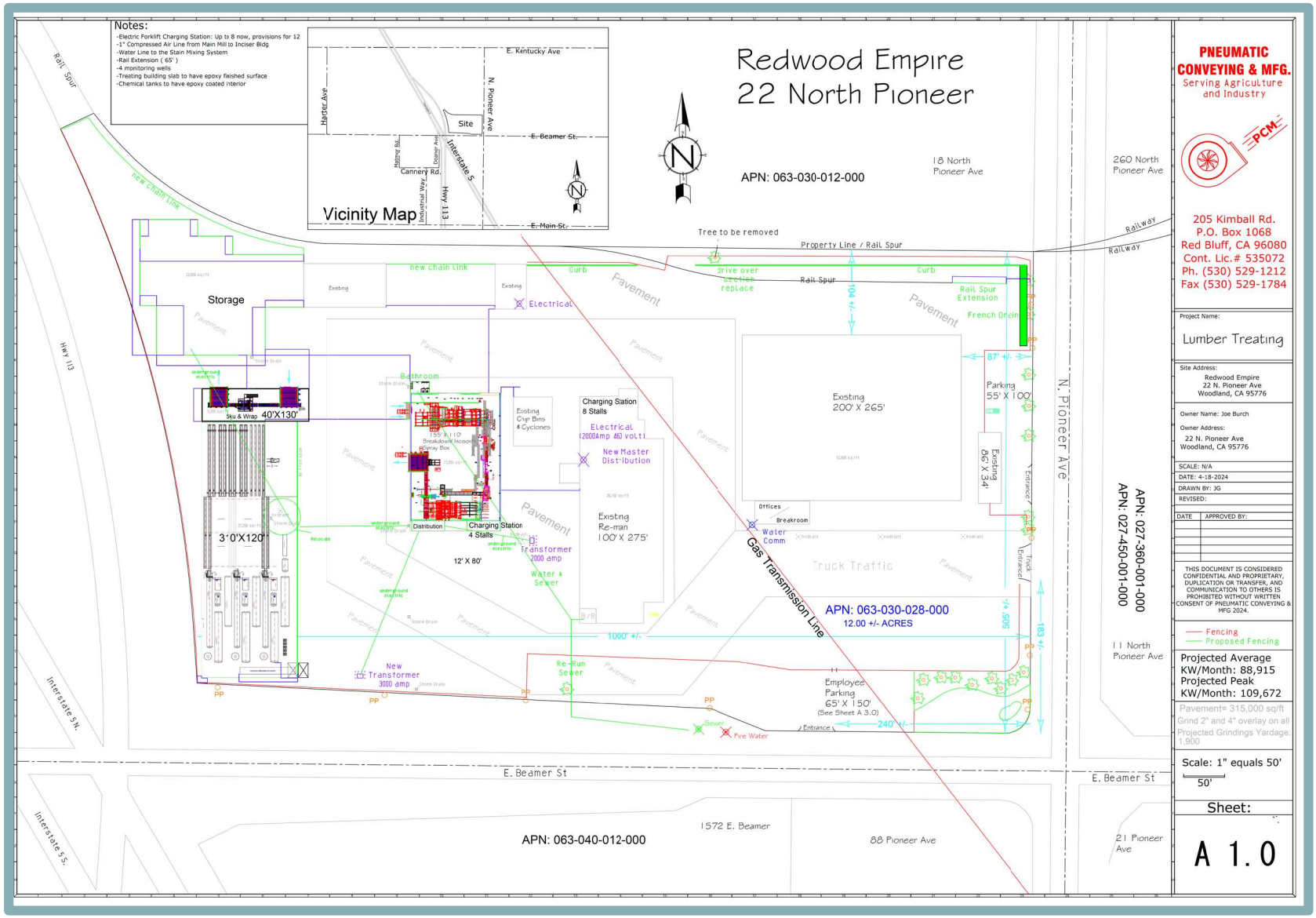
Electricity and natural gas are currently provided to the project site by Pacific Gas & Electric (PG&E). Dry utility infrastructure in the project vicinity includes existing electric and telecommunication lines located along East Beamer Street and North Pioneer Avenue, and an existing natural gas line that currently runs across the project site. However, the proposed project would include rooftop solar panels on all of the proposed warehouse buildings, which would generate an average of 75,000 kilowatt hours (kWh) per month. The energy production supplied by the solar panels would be sufficient to power the current manufacturing process, as well as the additional power needed for the proposed wood treatment operation.

Water, storm drainage, and sewer services are currently provided to the Redwood Empire Facility by the City of Woodland. The proposed project would not include any changes to the existing on-site stormwater system (with the exception of a potential increase in Best Management Practices (BMPs), low impact design, and hydromodification management techniques currently in place at the site) and stormwater runoff from the project site would continue to drain into the City's existing storm drainage infrastructure. Similarly, the proposed project would connect to the existing water and sewer lines located along East Beamer Street, south of the project site, which would provide water and sewer service to the proposed warehouse buildings. Specifically, the proposed project would include the addition of a six-fixture bathroom as part of the breakdown/incisor building, which would connect to the City's water and sewer lines. The wood treatment facility is anticipated to include a total of 4,800 gallons per day of water usage when operating at full capacity. A new connection to the City's municipal water line located in East Beamer Street would be required to provide such increased water demand to the proposed warehouses. In addition, all the proposed warehouse buildings would include fire sprinklers. The wood treatment operation would not discharge water back into the municipal system, as all solutions would be managed in a closed-loop system.

Access and Circulation

Access to the project site is currently provided by three existing entrances, one along the southern boundary of the project site off of East Beamer Drive, and the other two along the eastern boundary from North Pioneer Avenue (see Figure 3).

Figure 3
Site Plan



One entrance from North Pioneer Drive connects to an employee parking lot, and the other entrance is for trucks only, leading to internal drive isles throughout the site. The aforementioned entrances would continue to provide access to the site after implementation of the proposed project. The proposed project would include new striping to the parking lot in the southeast portion of the site. In addition, a minor rail spur extension of 65 feet is proposed.

Zoning Administrator Permit

The Zoning Administrator review process ensures that new development within the City of Woodland conforms with the applicable Specific Plans, Community Design Guidelines, General Plan Policies, City Codes, and applicable Conditions of Approval. A Zoning Administrator Permit (ZAP) is required for uses which possess locational, use, structural, traffic, or operating characteristics requiring special consideration in order to be compatible with neighboring properties. Approval of the ZAP would ensure that the proposed project would be an allowed use in compliance with all standards of the IG zoning district and IN land uses; that the site is physically suitable for the type, density, and intensity of the proposed use; and that the proposed project would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located.

Discretionary Actions

Implementation of the proposed project would require the following discretionary actions by the City of Woodland:

- Adoption of the Initial Study/Mitigated Negative Declaration;
- Adoption of the Mitigation Monitoring and Reporting Program; and
- Approval of a ZAP.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	✖
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	✖
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. The City's General Plan EIR determined the topography of the City of Woodland to be almost completely level, not providing natural raised vistas of the surroundings. The proposed project consists of the expansion of the existing Redwood Empire remanufacturing facility to include a pressure treating facility. The project site is located in a flat, urban area of the City of Woodland and would not interfere with a scenic vista.

Furthermore, according to the California Scenic Highway Mapping System, the nearest eligible State Scenic Highway is a portion of State Route 16 (SR 16) beginning west of SR 505. The eligible portion of SR 16 is located approximately 25 miles west of the site.[1] The project site is not visible from SR 16. Therefore, the project site is not located within the vicinity of any scenic vistas, as described by the General Plan, or a State Scenic Highway. As a result, construction of the proposed would not have an adverse effect on any scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway, and ***no impact*** would occur.

c. The project site is located within an urbanized area of the City and is neighbored by existing industrial uses. Therefore, the relevant threshold under CEQA is whether the project would conflict with applicable zoning and other regulations governing scenic quality, rather than whether the project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.

[1] California Department of Transportation. *California Scenic Highway Mapping System*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 2020.

The project site is currently developed with the existing Redwood Empire Facility. Areas of the site that would be disturbed as part of the proposed project currently consist of paved ground and are used for lumber inventory storage. The proposed project is consistent with the site's zoning and General Plan land use designation and the proposed project is an expansion of the existing Redwood Empire Facility, which has been anticipated by the City and analyzed in the General Plan EIR. Additionally, the proposed project would be subject to the design standards established for the IG zoning pursuant to Section 17.40.010(B) of the Comprehensive Zoning Code.[2] As part of the ZAP, the proposed project would be subject to review and approval by the City to ensure consistency with design standards mandated by Section 17.40.010(B), including requirements related to context-sensitive design, screening/fencing, streetscape appearance, architectural design, and parking design. Thus, approval of the ZAP would ensure that the project would not conflict with applicable zoning and other regulations by complying with design standards applicable to the proposed industrial use. Thus, a ***less-than-significant*** impact would occur regarding the creation of a conflict with applicable zoning and other regulations governing scenic quality.

d. The project site is currently developed with the existing Redwood Empire Facility. Areas of the site that would be disturbed as part of the proposed project currently consist of paved ground and are used for lumber inventory storage. Additionally, the project site is entirely surrounded by light industrial uses. Thus, the project site and vicinity contain numerous existing sources of light and glare.

The proposed project would introduce new sources of light from exterior lighting on the proposed buildings. However, the proposed project is consistent with the type and intensity of industrial development associated with the existing Redwood Empire Facility and within the surrounding area. The project site is not located adjacent to any existing residential uses that would be adversely affected by the proposed project. The nearest residence is located approximately 5,016 feet (0.95-mile) west of the project site. Additionally, any new sources of light or glare would be required to comply with the City of Woodland Zoning Ordinance, which requires that exterior lighting must meet the International Dark Sky Associations (IDA) requirements, prevent glare into adjacent neighborhoods, and be architecturally integrated with building style, material, and colors. Compliance with the foregoing measures would ensure that site lighting would be properly designed to reduce the potential for excessive outdoor lighting.

Based on the above, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and a ***less-than-significant*** impact would occur.

[2] City of Woodland. *City of Woodland Comprehensive Zoning Code.* Adopted June, 2024.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	✖
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	☐	☐	☐	✖

Discussion

a,e. The project site is currently designated as "Urban and Built Up Land" pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program.[3] Furthermore, the site is not zoned or designated in the General Plan for agriculture uses and the project would be consistent with the General Plan land use and zoning designations. Given the Urban and Built Up Land designation of the site, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use. Therefore, ***no impact*** would occur.

b. Currently the project site is designated IN per the City's General Plan and is zoned IG. The project site is not under any Williamson Act contract and the area is not designated or zoned for agricultural uses. In addition, the project area is surrounded by industrial development. Because buildout of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, ***no impact*** would occur.

c,d. The project area is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

[3] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/dlrp/ciff/ Accessed May 2024.

III. AIR QUALITY. *Would the project:*		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✖	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	✖	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a,b. The City of Woodland is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require that federal and State ambient air quality standards (AAQS) be established, respectively, for six common air pollutants, known as criteria pollutants. The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State particulate matter 10 microns in diameter (PM_{10}) standards, as well as for both the federal and State ozone standards.

The CAA requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, YSAQMD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal AAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

General conformity requirements of the SIP include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS. In addition, a project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the emissions inventories contained in the air quality plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on General Plans and zoning designations for the region.

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the Sacramento Regional Ozone Attainment Plan, the $PM_{2.5}$ Implementation/Maintenance Plan, and the 2019 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans.

Thus, by exceeding the YSAQMD's mass emission thresholds for operational or construction emissions of ROG, NO_X, or PM_{10}, a project would be considered to conflict with or obstruct implementation of the YSAQMD's air quality planning efforts. The YSAQMD mass emission thresholds for operational and construction emissions are shown in Table 1 below.

Table 1
YSAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
ROG	10 tons/yr	10 tons/yr
NO_X	10 tons/yr	10 tons/yr
PM_{10}	80 lbs/day	80 lbs/day

Source: YSAQMD. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.

In order to determine whether the proposed project would result in criteria pollutant emissions in excess of the applicable thresholds of significance presented above, the proposed project's operational and construction emissions were quantified using the web-based California Emissions Estimator Model (CalEEMod) software version 2022.1.1.21 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse Gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, vehicle mix, trip length, average speed, etc. Where project-specific information is available, such information should be applied in the model. Based on information provided by the project applicant, the proposed project's modeling assumed the following:

- Construction would begin in April of 2025;
- Construction would occur over an approximately two year, seven month period;
- The project would include demolition of portions of the existing on-site asphalt surfaces in the locations of the proposed building foundations.
- Approximately 190 cubic yards of materials would be imported during grading; and
- All off road equipment used during construction activities would be Engine Tier 4 Final; and
- The proposed project would generate a total of 75,000 kWh of renewable energy per month through the use of rooftop solar.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. All CalEEMod results are included as Appendix A to this Initial Study.

Construction Emissions

The proposed project's estimated construction-related emissions are presented in Table 2. As shown in the table, the proposed project's construction emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's construction-related emissions would not result in a contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Table 2
Maximum Project Construction-Related Emissions

Pollutant	Project Emissions	YSAQMD Thresholds of Significance	Exceeds Threshold?
ROG	2.12 tons/yr	10 tons/yr	**NO**
NO_X	6.53 tons/yr	10 tons/yr	**NO**
PM_{10}	0.66 lbs/day	80 lbs/day	**NO**

Source: CalEEMod, June 2024 (see Appendix A).

Operational Emissions

Based on the modeling parameters presented above, the proposed project's estimated operational-related emissions are presented in Table 3.

Table 3
Maximum Project Operational Emissions

Pollutant	Project Emissions	YSAQMD Thresholds of Significance	Exceeds Threshold?
ROG	2.72 tons/yr	10 tons/yr	**NO**
NO_X	0.74 tons/yr	10 tons/yr	**NO**
PM_{10}	0.98 lbs/day	80 lbs/day	**NO**

Source: CalEEMod, June 2024 (see Appendix A).

As shown in the table, the proposed project's operational emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's operational-related emissions would not result in a contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Cumulative Emissions

Past, present, and future development projects, including the existing Redwood Empire Facility and the proposed project, contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. The thresholds of significance presented in Table 1 represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SVAB's existing air quality conditions. If a project exceeds the significance thresholds, the proposed project's emissions would be cumulatively considerable, resulting in significant adverse cumulative air quality impacts to the region's existing air quality conditions. The proposed project would be below all applicable YSAQMD thresholds for criteria pollutants during construction and operations. Because the proposed project would result in emissions below the applicable thresholds of significance, the project would not result in a cumulatively considerable contribution to the region's existing air quality conditions.

Conclusion

Based on the above, the proposed project's criteria pollutant emissions would be below applicable YSAQMD thresholds. As such, the project would not be considered to conflict

with or obstruct implementation of regional air quality plans. Because the proposed project would not conflict with or obstruct implementation of the applicable air quality plans or result in a cumulatively considerable net increase in any criteria air pollutant for which the project region is non-attainment, impacts would be considered ***less than significant***.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors to the project site would be the single-family residences located approximately 5,016 feet (0.95-mile) west of the project site.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and Toxic Air Contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. The YSAQMD recommends the use of screening thresholds to assess a project's potential to create an impact through the creation of CO hotspots.[4] However, the YSAQMD screening criteria are focused on impacts related to level of service (LOS). As discussed in Section XVII, Transportation, of this IS/MND, the State Legislature passed Senate Bill (SB) 743 with the intention of ultimately doing away with LOS in most instances as a basis for environmental analysis under CEQA. Therefore, LOS information is not available for the proposed project. For the purposes of assessing localized CO emission impacts, guidance from the nearby Sacramento Metropolitan Air Quality Management District (SMAQMD) and Placer County Air Pollution Control District (PCAPCD) were applied to the proposed project.

According to the SMAQMD's CEQA Guidelines, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years. Additionally, the PCAPCD, which has jurisdiction over a portion of the SVAB and is adjacent to the YSAQMD, has a screening level for localized CO impacts. According to the PCAPCD screening levels, a project could result in a significant impact if the project would result in CO emissions from vehicle operations in excess of 550 lbs/day. Based on the CalEEMod estimates calculated for the proposed project, project operations would result in maximum CO emissions of 13.15 lbs/day, which is significantly lower than the PCAPCD screening level. Therefore, based on the guidance of the SMAQMD and PCAPCD, which both have authority over a portion of the SVAB and are adjacent to the YSAQMD, the proposed project would not expose sensitive receptors to substantial concentrations of localized CO and impacts related to localized CO emissions would be less than significant.

[4] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [pg. 21]. July 11, 2007.

Toxic Air Contaminants

Another category of environmental concern is TACs. The California Air Resources Board's (CARB's) Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, and fueling stations. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

Implementation of the proposed project would result in emissions of TACs during construction and operations. Each source of TACs is discussed in further depth in the sections below.

Construction TAC Emissions

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to approximately two years and seven months. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM.

During construction, only portions of the proposed project site would be disturbed at a time. Operation of construction equipment would occur intermittently throughout the course of a day over the overall construction period. In addition, pursuant to the City's Noise Ordinance, construction activities would be limited to the hours of 7:00 AM and 6:00 PM Monday through Saturday and 9:00 AM through 6:00 PM Sunday. Because construction equipment on-site would not operate for any long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. In addition, DPM is highly dispersive with distance.[5] Considering that the nearest sensitive receptors are approximately 5,016 feet (0.95-mile) away, DPM is not anticipated to adversely affect any receptors. Therefore, construction of the proposed project would not be expected to expose any sensitive receptors to substantial pollutant concentrations.

Operational TAC Emissions

Operation of the proposed pressure treating facility would require the movement of goods to and from the project site through the use of trucks, which would likely include heavy-duty diesel truck, and rail. The use of diesel trucks and rail on-site would represent a source of DPM. The CARB considers distribution centers to be significant sources of DPM

[5] California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

due to the high volume of heavy-duty diesel vehicles used in the distribution of goods. As defined by CARB, distribution centers are facilities that serve as a distribution point for the transfer of goods. Such facilities include cold storage warehouses, goods transfer facilities, and inter-modal facilities such as ports that attract in excess of 100 heavy-duty diesel vehicles per day.

As discussed above, truck traffic associated with the Redwood Empire Facility is anticipated to increase from six trucks per day to ten to fifteen trucks per day with implementation of the proposed project. In addition, the number of railcars is anticipated to increase from approximately two to approximately six per week. Thus, the proposed project would not be considered a distribution center, nor would project operations be anticipated to involve more than 100 heavy-duty diesel vehicles accessing the site per day, and operations of the proposed project would not be considered to involve a substantial amount of DPM emissions from heavy-duty diesel vehicles. In addition, DPM is a highly dispersive gas, and concentrations of DPM decline rapidly with distance. Based on the CARB's Handbook, an 80 percent drop-off in pollutant concentrations occurs at approximately 1,000 feet from a distribution center. [6] The nearest sensitive receptor to the project site is located well beyond 1,000 feet from the site. Furthermore, Sections 2449 and 2485 of Title 13 of the CCR limits idling of heavy-duty trucks to five minutes. Unless specifically exempted in Sections 2449 and 2485, all diesel-powered equipment and heavy-duty trucks associated with the proposed project would be subject to such idling limitations.

It should also be noted that because the proposed project is an expansion of the existing Redwood Empire Facility and would generally be consistent with the current site operations, the exposure of sensitive receptors to any TAC emissions generated by heavy-duty trucks traveling along roadways near the project site have been previously anticipated by the City.

The proposed project would also involve the use of certain chemicals for the pressure treating process and stain line; specifically, CA-C working solution, Pack-PT, and Eco Stain #112. However, according to the safety data sheets for the aforementioned chemicals, CA-C working solution, Pack-PT, and Eco Stain #112 are not restricted-use chemicals. While some off-gassing may occur related to such chemicals, given the substantial distance between the project site and the nearest sensitive receptor, such off-gassing would be negligible.

Based on the above, project operations would not be expected to expose any sensitive receptors to substantial pollutant concentrations.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO or TACs from construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Emissions of pollutants have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have

[6] California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

been discussed in sections "a" through "c" above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

While offensive odors rarely inflict physical harm, the YSAQMD notes that odors can still generate considerable distress among the public because of their unpleasant nature, which in turn, potentially leads to citizen complaints to local governments and the YSAQMD. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables, including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

According to the YSAQMD, common types of facilities that are known to produce odors include, but are not limited to, wastewater treatment facilities, chemical or fiberglass manufacturing, landfills, composting facilities, food processing facilities, refineries, dairies, and asphalt or rendering plants.[7] The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary and construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours Section 9.28.090 of the City's Municipal Code, and would likely only occur over portions of the improvement area at a time. In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable YSAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions as well as any associated odors related to operation of construction equipment. The nearest sensitive receptors are the residences located 5,016-feet (0.95-mile) west of the project site. Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, as well as the distance to sensitive receptors, construction of the proposed project would not be expected to create objectionable odors affecting a substantial number of people.

The YSAQMD regulates objectionable odors through Rule 2.5 (Nuisance), which prohibits any person or source from emitting air contaminants or other material that result in any of the following: cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; endanger the comfort, repose, health, or safety of any such persons or the public; or have a natural tendency to cause injury or damage to business or property. Rule 2.5 is enforced based on complaints. If complaints are received, the YSAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made during construction or operation of the project, the YSAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

[7] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [pg. 14]. July 11, 2007. Available at: http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf. Accessed May 2024.

Dust

All projects within the YSAQMD are required to implement construction mitigation measures such as a dust control program. The dust control program would ensure that water or dust palliatives would be applied to exposed surfaces, grading operations would not take place during periods of high winds, and construction-related trucks would be covered at the end of the day. In addition, the project would be required to comply with YSAQMD Rule 2.11, Particulate Matter Concentration, and Rule 21.9, Particulate Matter Process Emission Rate, as well as the BMPs for reducing air pollutant emissions associated with the construction and operation of development projects noted in Policy 7.F.2 of the City's General Plan.

Implementation of all applicable YSAQMD rules would ensure that construction of the proposed project would not result in substantial emissions of dust. Following project construction, vehicles operating within the project site would be limited to paved areas of the site. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors) that would affect a substantial number of people, and a ***less-than-significant*** impact would result.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	✖	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	✖
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	✖
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✖	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	✖	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	✖	☐

Discussion

a. Special-status species include plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and State Endangered Species Acts. Both acts afford protection to listed and proposed species. In addition, California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, sensitive species included in USFWS Recovery Plans, and CDFW special-status invertebrates are all considered special-status species. Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on California Native Plant Society (CNPS) Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

The project site is currently developed with the existing Redwood Empire Facility. Areas of the site that would be disturbed as part of the proposed project currently consist of paved ground and are used for lumber inventory storage. The site contains several trees and shrubs which border the northern and eastern sides of the project site. The site consists primarily of relatively flat terrain and is approximately 45 feet above mean sea level.

The project site is within the boundaries of the Yolo Habitat Conservation Plan (Yolo HCP/NCCP). The City of Woodland participates in the Yolo HCP/NCCP. The Yolo HCP/NCCP is a comprehensive, countywide conservation plan that provides permitting guidelines and mitigation for new development projects within the County. Twelve sensitive species are covered under the Yolo HCP/NCCP based on their potential to be affected by covered activities, their occurrence in Yolo County, and plan-specific factors such as funding availability. The covered species are listed in Table 4 below.

Table 4
Yolo HCP/NCCP Covered Species

	Common Name	Scientific Name
Plants		
1	Palmate-bracted bird's beak	*Chloropyron palmatum*
Invertebrates		
2	Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*
Amphibians		
3	California tiger salamander (Central California DPS)	*Ambystoma californiense*
Reptiles		
4	Western pond turtle	*Actinemys marmorata*
5	Giant garter snake	*Thamnophis gigas*
Birds		
6	Swainson's hawk	*Buteo swainsoni*
7	White-tailed kite	*Elanus leucurus*
8	Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*
9	Western burrowing owl	*Athene cunicularia hypugaea*
10	Least Bell's vireo	*Vireo bellii pusillus*
11	Bank swallow	*Riparia riparia*
12	Tricolored blackbird	*Agelaius tricolor*

Source: Yolo Habitat Conservancy. Yolo Habitat Conservation Plan/Natural Community Conservation Plan Volume 1 Final [pg ES-8]. April 2018.

The project site's land cover type is "Developed," as defined by the Yolo HCP/NCCP. Per the Yolo HCP/NCCP, developed areas are dominated by pavement and building structures. Vegetation in developed areas generally consists of vegetated corridors (e.g., vegetation maintained adjacent to highways) and patches of mostly ornamental vegetation, such as tree groves, street strips, shade trees, lawns, and shrubs that are typically supported by irrigation. Developed areas include urban vegetation and all areas with structures, graded lots, road and highway medians, anthropogenic drainage canal vegetation, rail rights-of-way, and sewage treatment ponds that do not provide habitat.

Given the project site's land cover type, the presence of on-site special-status species is unlikely. However, to confirm the proposed project's potential for substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS, a search of the California Natural Diversity Database (CNDDB) was conducted for special-status species that have been recorded in the vicinity of the project site and the site's surrounding area. The CNDDB data was drawn from the project site's U.S. Geological Survey (USGS) quadrangle and surrounding nine USGS quadrangles that define the project region.

The results of the CNDDB database searches are provided below.

Special-Status Plants

Based on the results of the CNDDB search, a total of 11 special-status plant species have been recorded within the project region. As stated above, the project site is currently developed with the Redwood Empire Facility and the area of the site that would be disturbed as part of the proposed project is currently paved and used for lumber inventory storage. The site is entirely surrounded by light industrial uses. Therefore, the project site and surrounding area has been actively disturbed for many years. Given the project site's previous disturbance, the site's lack of heavy vegetation, and the urban development surrounding the location, suitable habitat for any of the special-status plant species identified in the nine quadrangle CNDDB search – including wetlands, grasslands, marshes, and swamps – do not exist on the project site.

Therefore, because special-status plants are not anticipated to be present on the site upon commencement of construction, construction activities associated with the proposed project would not result in adverse effects to special-status plant species.

Special-Status Wildlife

The CNDDB search returned 33 special-status wildlife species for the nine-quadrangle area encompassing and surrounding the project site. However, as mentioned previously, the project site has been heavily disturbed from previous development, sits primarily covered in vacant pavement, lacks vegetation in most areas, and is devoid of aquatic habitats. Additionally, as mentioned, the project site is surrounded by urban development and roadways. Consequently, the few areas of vegetation that do exist within the project site and vicinity lack open water, grasslands, rocky outcroppings, marshes or creeks, chaparral vegetation, aquatic vegetation, or other types of high-quality habitat that would be needed to provide for most of the special-status wildlife species identified by the CNDDB search, notably, the amphibians, insects, crustaceans, fish, reptiles, and mammals. As a result, construction activities associated with the proposed project would not result in adverse effects to the aforementioned groups.

However, trees can provide suitable habitat for nesting migratory birds and raptors. As such, existing trees on the site and on adjacent parcels may be used by raptors and migratory birds protected by the MBTA. Construction activities that adversely affect the nesting success of raptors and migratory birds (i.e., lead to the abandonment of active nests) or result in mortality of individual birds constitute a violation of State and federal laws. Thus, project-related activities that would occur during the breeding season could result in an adverse effect to species protected under the MBTA, should such species be present.

Included in the CNDDB search results for birds recorded in the nine-quadrangle area in which the project site sits were Swainson's hawk and white-tailed kite. The project site contains 17 trees, one of which is proposed to be removed. The trees within the project site would be unlikely to support either type of raptor. Swainson's hawk, listed as threatened in California by CDFW, breeds in grasslands with scattered trees or agricultural lands with groves of trees and requires adjacent areas suitable for foraging such as grasslands or alfalfa or grain fields, which support rodent populations. White-tailed kite, a CDFW fully protected species, are typically found in California foothills and valleys with scattered oaks and river bottomlands or marshes near deciduous forests or woodlands. Kites typically nest in dense-topped trees along rivers and streams or near wetlands. The habitats for white-tailed kite and Swainson's hawk do not exist in close proximity to the

project site. However, despite the low-quality habitat within the project site, the potential exists for on-site trees in the project vicinity to provide suitable nesting habitat for Swainson's hawk, white-tailed kite, and other nesting birds. Consequently, the proposed project could have an adverse impact on white-tailed kite, Swainson's hawk, and other migratory birds if such species are present during construction activities. The required pre-construction survey for migratory birds would detect the presence of Swainson's hawk or white-tailed kite, which could be impacted by the proposed project if such species are present during construction activities.

Conclusion

Based on the above, although the project site generally lacks high-quality habitat due to the disturbed nature of the location, the proposed project could potentially affect migratory birds and raptors protected under the MBTA and considered covered species by the Yolo HCP/NCCP. Thus, the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level. Mitigation Measures IV-1 and IV-2 are adopted from the standard avoidance and minimization measures (AMMs) included in the Yolo HCP/NCCP.

Swainson's Hawk and White-Tailed Kite

IV-1. *Prior to commencing any ground-disturbing activities, the project applicant shall retain a qualified biologist to conduct planning-level surveys and identify any nesting or foraging habitat present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership shall be surveyed only if access is granted or if the parcels are visible from publicly accessible areas.*

The results of the survey shall be submitted to the Conservancy and CDFW. If nesting or foraging habitat are not present within the project area, no further mitigation would be necessary. If active nests are found during the preconstruction survey, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist shall monitor the nest and shall, along with the project applicant, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities, including tree pruning or removal, are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior.

If this project involves pruning or removal of a potential Swainson's hawk or white-tailed kite nest tree, the project applicant shall conduct a preconstruction survey that is consistent with the guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000). If active nests are found during the preconstruction survey, no tree pruning or removal of the nest tree shall occur during the period between March 1 and August 31, unless a qualified biologist determines that the young have fledged and the nest is no longer active.

All findings and results of the preconstruction surveys shall be submitted to the Community Development Department for review and approval.

Nesting Raptors and Migratory Birds

IV-2. *The project applicant shall implement the following measures to avoid or minimize impacts to raptors and federally-protected nesting raptors and migratory birds:*

- *If any site disturbance or construction activity for any phase of development begins outside the February 1 to August 31 breeding season, a preconstruction survey for active nests shall not be required.*
- *If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active nests from publicly accessible areas within 14 days prior to site disturbance or construction activity for any phase of development. The survey area shall cover the construction site and the area surrounding the construction site, including a 100-foot radius for MBTA birds, and a 500-foot radius for birds of prey. If an active nest of a bird of prey, MBTA bird, or other protected bird is not found, then further mitigation measures are not necessary. The preconstruction survey shall be submitted to the City of Woodland Community Development Department for review.*
- *If an active nest of a bird of prey, MBTA bird, or other protected bird is discovered that may be adversely affected by any site disturbance or construction or an injured or killed bird is found, the project applicant shall immediately:*
    - *Stop all work within a 100-foot radius of the discovery;*
    - *Notify the City of Woodland Community Development Department;*
    - *Do not resume work within the 100-foot radius until authorized by the biologist; and*
    - *The biologist shall establish a minimum 500-foot Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-foot ESA around the nest if the nest is of an MBTA bird other than a bird of prey. The ESA may be reduced if the biologist determines that a smaller ESA would still adequately protect the active nest. Further work may not occur within the ESA*

until the biologist determines that the nest is no longer active.

b,c. The project site is currently developed with the existing Redwood Empire Facility. Areas of the site that would be disturbed as part of the proposed project currently consist of paved ground and are used for lumber inventory storage. Wetlands, riparian habitat, and other aquatic resources do not currently exist on the project site. Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat, sensitive natural communities, or federally protected wetlands, and ***no impact*** would occur.

d. The project site is located in an urbanized area and is bordered by existing roadways to the south and east, I-5 to the west, and the California Northern Railroad tracks to the north, and is entirely surrounded by light industrial uses. Thus, the surrounding area does not support any wildlife movement corridors, and the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Thus, a ***less-than-significant*** impact would occur.

e. Pursuant to Section 12.48.090 of the City's Municipal Code, an application for a development project must be accompanied by a tree plan containing a map of all existing trees on the project site, identification of trees which the applicant proposes to preserve and those proposed to be removed with the reason for removal, and a program for the preservation of street trees, heritage, specimen, landmark trees and trees with aesthetic value during and after completion of the development project. An application for a development project must also contain a program for replacement of any trees proposed to be removed, pursuant to Municipal Code Section 12.48.100. Currently, 17 trees are located along the perimeter of the project site, including one tree proposed for removal. As such, the proposed project would be required to adhere to the tree requirements of the Municipal Code. Compliance with the City's Municipal Code requirements would ensure that the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and a ***less-than-significant*** impact would occur.

f. The project site falls within the boundaries of the Yolo HCP/NCCP, which establishes an effective framework to protect natural resources in Yolo County, while improving and streamlining the environmental permitting process for impacts on special status species and provides guidance for the mitigation of impacts to covered species. The project site is classified entirely as "Developed," because the project site has been previously disturbed and includes the existing Redwood Empire Facility. Pursuant to Section 10-13.6 of the City's Municipal Code, Yolo County may collect service fees from project applicants to compensate for direct and indirect costs associated with administration and implementation of the Yolo HCP/NCCP and related permitting processes. The developer shall be required to pay all applicable fees per Section 8.4.1 of the HCP/NCCP, as required by Mitigation Measure IV-1. Therefore, the proposed project would not conflict with the applicable provisions of the Yolo HCP/NCCP and a ***less-than-significant*** impact would occur related to conflicts with an adopted HCP, NCCP, or other approved local, regional, or State HCP.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	✖	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

a-c. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

The City's General Plan and the General Plan EIR list multiple significant historic buildings, districts, events, and artifacts which relate to the development of the community. Of architectural significance is a wide range of structures built between 1860 and 1940 that exhibit styles ranging from Classical Revival farmhouses to high-style Queen Anne buildings from the nineteenth century, to Modern and International styles popular in the twentieth century. In addition, the Woodland area was historically inhabited by the Poo-e-Win tribe. Therefore, the City's General Plan EIR notes that future projects within the City have a moderate potential for previously unrecorded historic or archaeological resources to be present.

The project site is currently developed with the existing Redwood Empire Facility. Areas on the site that would be disturbed as part of the proposed project currently consist of paved ground and are used for lumber inventory storage. The project site is not located in the Downtown Woodland Historic District and would not include the demolition of any structures. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5. However, while the project site has been subject to disturbance associated with the existing Redwood Empire Facility, the potential exists that unknown historical and archaeological resources could occur within the project area. Considering that unknown archaeological resources, including human remains, have the potential to exist on-site, ground-disturbing activity related to project construction could encounter such resources.

Therefore, the proposed project could cause a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of formal cemeteries during construction. Consequently, impacts could be considered ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

V-1. *Prior to the approval of the improvement plans, the project's improvement plans shall include notes indicating that in the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the Yolo County Coroner has been notified to determine if an investigation into the cause of death is required. If the Coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. The potential exists that the Native American Heritage Commission may be unable to identify a most likely descendant, the most likely descendant fails to make a recommendation within 24 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner. In such a case, the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.*

V-2. *Prior to the approval of the improvement plans, the project's improvement plans shall include notes indicating that in the event a potentially significant cultural or paleontological resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and workers shall avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the find. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The qualified archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to, culturally appropriate temporary and permanent treatment, which may include avoidance of cultural resources, in-place preservation, and/or re-burial on project property so the resource(s) are not subject to further disturbance in perpetuity. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. If necessary,*

excavation and evaluation of the finds shall comply with Section 15064.5 of the CEQA Guidelines.

Potentially significant cultural resources include, but are not limited to, stone, bone, glass, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate State of California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to the City of Woodland, the Northwest Information Center, and the State Historic Preservation Officer (SHPO), as required.

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

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2022 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the 2022 CBSC, which became effective with the rest of the CBSC on January 1, 2023. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' MWELO, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation

of construction equipment occurring at different locations on the project site, rather than a single location.

All construction equipment and operation thereof would be regulated pursuant to the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Energy use associated with operation of the proposed project would be typical of industrial operations, requiring electricity and natural gas for interior and exterior building lighting, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, and more. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by employee commutes and the movement of materials on- and off-site.

The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the CALGreen Code and the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by PG&E would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during operation of the proposed project would originate from renewable sources.

The City's CAP encourages industrial developments to use innovative site designs and building orientations that incorporate passive and active solar designs and natural cooling techniques. The proposed project would implement features that would be compliant with the CAP's goals. For instance, the project applicant anticipates generating an average of

75,000 kWh per month through rooftop solar panels to supply project electricity needs, which would offset electricity demand by providing an on-site renewable energy source. The energy production from the solar panels would be sufficient to power the current manufacturing process as well as the additional power needed for the proposed pressure treating facility. Compliance with the City's CAP would ensure that operational energy use generated by the proposed project would not be wasteful, inefficient, or unnecessary.

In regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. As discussed in Section XVII, Transportation, of this Initial Study, the project site is located within close proximity to other industrial uses and transit infrastructure. In addition, rail infrastructure provides for more efficient material hauling to and from the project site. Furthermore, based on applicant provided information, the proposed project would only generate approximately 26 additional daily trips

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	✖	☐
iv. Landslides?	☐	☐	✖	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	✖	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	✖	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	✖	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

Discussion

ai-aii. According to the California Geological Survey Alquist-Priolo Earthquake Fault Zone Maps, the proposed project site is not located within the vicinity of an Alquist-Priolo Earthquake Fault Zone.[8] In addition, while the City is surrounded by several faults in the San Andreas Fault system to the west, the Eastern Sierra fault system to the east, and a series of faults at the eastern base of the foothills west of the City, faults do not run directly through the City's planning area. Therefore, fault rupture would not occur at the project site.

The proposed buildings would be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage, but with some non-structural damage; and 3) resist major earthquakes without collapse, but with some structural, as well as non-structural, damage. Although conformance with the CBSC does not guarantee that substantial structural damage would not occur in the event of a maximum magnitude earthquake, conformance with the CBSC can reasonably be assumed to ensure that the proposed structure would be survivable, allowing occupants to safely evacuate in the event of a major earthquake.

[8] California Department of Conservation. *Earthquake Zones of Required Investigation.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed May 2024.

Based on the above, a ***less-than-significant*** impact would occur related to directly or indirectly causing substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking.

aiii,aiv, c. The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence are discussed in detail below.

Liquefaction

Liquefaction is a phenomenon in which granular material is transformed from a solid state to a liquefied state as a consequence of increased pore-water pressure and reduced effective stress. Increased pore-water pressure is induced by the tendency of granular materials to densify when subjected to cyclical shear stresses associated with earthquakes. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained sands. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). According to the U.S. Department of Agriculture Web Soil Survey, the project site is predominately comprised of Capy silty clay, Sycamore silt loam, and Sycamore silty clay loam. Such soils present on the project site are of low liquefaction potential, as they do not consist of clean, loose, saturated, uniformly graded, fine-grained sands. Thus, the soils underlying the project site would not pose a hazard to buildings due to the loss of soil strength. Additionally, the project site is currently developed with the existing Redwood Empire Facility. Areas of the site that would be disturbed as part of the proposed project are currently paved, and have been previously graded and compacted. Furthermore, the proposed project would be required to comply with all applicable design standards set forth by the CBSC, and the foundations and building plans associated with all proposed on-site structures would be reviewed by the City engineer prior to issuance of building permits. Therefore, risks from liquefaction at the project site are considered to be minimal.

Landslides and Lateral Spreading

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. Lateral spreading or lurching is a situation in which soil mass deforms laterally toward a free face, such as an excavation, channel, or open body of water, during a seismic event. The failure occurs along a liquefiable or weak subsurface layer. The project site is characterized by a relatively flat topography and does not contain any steep slopes. Additionally, seismic risk associated with the project site is low and the project site is currently developed. Therefore, risks from land sliding and lateral spreading are considered to be minimal.

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years. Because Yolo County is located on a large groundwater basin, the region is subject to subsidence due to water pumping. The Water Resources Association of Yolo County has conducted several monitoring reports to track subsidence throughout the County. From 2008 to 2016, rates of subsidence, which vary from year to year, averaged three centimeters (cm) per year in the most heavily affected locations of the County. However, the CBSC includes standards

to reduce risks associated with subsidence/settlement. In addition, the project site and surrounding areas are currently developed.

Given that the proposed project would comply with the design standards set forth by the CBSC, and that the on-site soils have been determined to be appropriate for construction as the site is currently developed, the potential for subsidence or settlement to pose a substantial risk to the proposed development is relatively low. Based on the above, risks related to subsidence and settlement on the project site would be less than significant.

Conclusion

Based on the above, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or landslides, and would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Thus, a ***less-than-significant*** impact would occur.

b. The proposed project would include grading and development of the western portion of the project site with four new buildings, striping improvements to an on-site parking area, and associated utility and other on-site infrastructure improvements. During early stages of construction, and prior to overlaying the ground surface with structures and impervious surfaces, the potential exists for wind erosion to occur, which could affect the project area and potentially inadvertently transport eroded soils to downstream drainage facilities. However, the General Plan states that rates of erosion can vary depending on the soil material and structure, and the placement and level of human activity. As stated by the General Plan, the City is generally level and the erosion potential for soils is generally low. Additionally, Section 8.08.070 of the Municipal Code requires an erosion and sediment control plan be submitted prior to issuance of a grading or building permit. The Municipal Code Section 8.08.070 also requires any industrial or commercial facility to first obtain and comply with any required National Pollution Discharge Elimination System (NPDES) requirements, which regulates sites over one acre. Given that the project site would disturb approximately greater than one acre, the project would be subject to NPDES regulations.

In accordance with NPDES regulations, in order to minimize the potential effects of construction runoff on receiving water quality, any construction activity affecting one acre or more must obtain a General Construction Activity Stormwater Permit. Permit applicants are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement best management practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures. Per Section 8.08.070 of the City of Woodland Municipal Code, erosion and sediment control plans shall contain, at minimum, site-specific construction BMPs, the rationale used for selecting or rejecting BMPs, a quantification of expected soil loss where necessary, a list of applicable permits directly associated with applicable grading activity, and evidence that those permits have been obtained. Additionally, all construction and grading activities shall comply with the City's Post Construction Standard Plan to reduce post-runoff in compliance with the City's Phase II MS4 permit. Construction activity would not commence before the City Engineer issues written approval of the erosion and sediment control plan.

Because the project site is relatively flat and is not located near bodies of water, the project site would not be likely to experience heavy erosion. Implementation of an erosion and

sediment control plan, as well as an SWPPP, would ensure that project construction would not be likely to result in substantial soil erosion or loss of topsoil. However, a SWPPP has not yet been prepared for the project. Without preparation of a SWPPP, proper implementation of BMPs cannot be ensured at this time, and the proposed project's construction activities could result in an increase in erosion and consequently affect water quality. Therefore, a ***potentially significant*** impact related to water quality and waste discharge requirements could occur. Implementation of Mitigation Measures VII-1 and VII-2 would ensure that adequate BMPs are incorporated during construction in accordance with NPDES requirements, thus ensuring that the proposed project would result in a less-than-significant impact in regard to water quality standards.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

VII-1. *Prior to issuance of grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the SWRCB. The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. Construction (temporary) BMPs for the project may include, but are not limited to: fiber rolls, straw bale barrier, straw wattles, storm drain inlet protection, velocity dissipation devices, silt fences, wind erosion control, stabilized construction entrance, hydroseeding, revegetation techniques, and dust control measures. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.*

VII-2. *Prior to issuance of grading permits, the Project improvement plans shall demonstrate, to the satisfaction of the City Engineer, that the Project design is compliant with the City of Woodland's Phase II MS4 permit, consistent with Chapter 8.08 of the City's Municipal Code.*

d. Expansive soils are those possessing clay particles that react to moisture changes by shrinking or swelling. Expansive soils can also consist of silty to sandy clay. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. According to the USDA National Resources Conservation Service Web Soil Survey, the on-site soils consist of Capy silty clay, sycamore silt, and sycamore silt loam. Therefore, the clay soils at the site would be considered capable of exerting moderate to significant expansion pressures on building foundations, interior floor slabs, and exterior flatwork which may create upward and downward vertical movements of lightly-loaded structures as the soil shrinks and swells due to fluctuations in the soil moisture content. The proposed project would be required to comply with all applicable

CBSC standards to ensure the structural integrity of the proposed structures. In addition, General Plan policy 8A.2 requires the preparation of a soils engineering and geologic seismic analysis prior to permitting development in areas prone to geological or seismic hazards.

However, considering the above, without implementation of appropriate design measures, a ***potentially significant*** impact could occur related to being located on expansive soil, creating substantial direct or indirect risks to life or property.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

VII-3. *Prior to issuance of improvement plans, the applicant/developer shall incorporate the recommendations of a design-level geotechnical report into the Improvement Plans for approval by the City Engineer. Should expansive, or otherwise unstable soils be found within the project site, the design-level geotechnical report shall include measures necessary to ensure that such on-site conditions are fully mitigated. Methods of mitigating potential on-site expansive soils may include, but are not limited to the following measures:*

- *Scarifying exposed soils and other surfaces receiving fill;*
- *Thoroughly moisture conditioning exposed soils and soils receiving fill to at least two percent above the optimum moisture content for clayey soils; and*
- *Uniformly compacting such soils to not less than 90 percent relative compaction within structural areas (e.g., pavements, exterior flatwork, sidewalks, etc.).*

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e. Sewer collection for the proposed project would be provided by connection to the City's sewer system. The construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. The City is located in the Great Valley geomorphic province of California and consists of level alluvial plains. The Great Valley area generally consists of Holocene alluvium or basin deposit, as well as Quaternary Modesto and Riverbank formations. Such soil types are not considered unique geologic features and are common within the geographic area of the City. Furthermore, the City's General Plan does not specify the existence of any unique geologic features within the City. While the General Plan EIR indicates that unique paleontological resources or sites are often found in levees, channels, and basin deposits, prehistoric resources have not been recorded in the City. In addition, the proposed project would be required to implement Mitigation Measures V-1 and V-2, which would further reduce any potential impacts to unknown paleontological resources that are uncovered during project construction. Therefore, the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and a ***less-than-significant*** impact would occur.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✖	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✖	☐

Discussion

a,b. Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

A number of regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020. Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050. SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030.

In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions. The YSAQMD, in their Handbook for Assessing and Mitigating Air Quality Impacts, acknowledges that new emissions generated by development projects could potentially conflict with existing GHG emissions reductions targets, and thus, a need for development of GHG emissions thresholds exists. However, the YSAQMD has not yet established or adopted any such thresholds. The YSAQMD is currently recommending GHG analysis consistent with the SMAQMD adopted thresholds of significance.

With regard to construction GHG emissions, SMAQMD has established a quantitative threshold of 1,100 $MTCO_2e$/yr. The proposed project's construction GHG were quantified

with CalEEMod using the same assumptions as presented in the Air Quality section of this Initial Study, and compared to the applicable threshold of significance. All CalEEMod results are included in Appendix A of this Initial Study.

SMAQMD has also adopted qualitative thresholds of significance for GHG emissions during operations of projects. However, SMAQMD's CEQA Guidelines note that where local jurisdictions have adopted thresholds or guidance for analyzing GHG emissions, the local thresholds should be used for the project analysis. The City of Woodland adopted their Final 2035 Climate Action Plan (CAP) in May 2017. As such, the analysis of the proposed project's operational GHG emissions discussed below is based on consistency with the City's CAP.

Construction-Related GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, construction-related GHG emissions have been estimated for the proposed project and such emissions have been compared to the applicable threshold of significance, as presented below in Table 5.

Table 5
Unmitigated Construction-Related GHG Emissions ($MTCO_2e$/yr)

	Project Emissions
Proposed Project	209
Applicable Threshold of Significance	**1,100**
Exceeds Threshold?	**NO**
Source: CalEEMod, May 2024 (see Appendix A).	

As shown in the table, the proposed project's maximum construction emissions of 209 $MTCO_2e$/yr would be below the YSAQMD-recommended 1,100 $MTCO_2e$/yr threshold.

Because the total construction GHG emissions for the project would be below the applicable threshold of significance, the proposed project would not be considered to generate construction-related GHG emissions that would have a significant impact on the environment.

Operational GHG Emissions

According to the City's CAP, if a project is consistent with the General Plan, is not exempt from CEQA, falls within the assumptions of the General Plan EIR, and is consistent with the CAP, GHG-related impacts associated with the project are determined to be less than significant, and further GHG analysis for CEQA purposes is generally not required.

To be determined consistent with the CAP, a project must demonstrate that development of the site has been anticipated and is within the growth estimates projected for the CAP. As noted throughout this Initial Study, the proposed project is consistent with the existing zoning and land use designations for the project site. Development of the proposed project would result in the expansion of an existing industrial facility and would not induce population growth beyond what has been previously analyzed in the General Plan EIR.

Additionally, the proposed project's consistency with the applicable CAP reduction measures is assessed in Table 6, below.

Table 6
Project Consistency with the Woodland CAP

Reduction Strategy	Project Consistency
Strategy E-1: Lighting Efficiency Upgrades	Title 20 and Title 24 of the California Code and Regulations (CCR) require the use of energy efficient appliances and building systems, including lighting systems. The proposed project would be required to comply with all applicable efficiency standards sets forth in Title 20 and Title 24 and, therefore, the project would comply with the suggested measure.
Strategy E-2: Appliance/Office Equipment Upgrades	As noted above, the proposed project would be required to comply with all energy efficiency standards set forth in Title 20 and Title 24 of the CCR. As such, the project would comply with the suggested measure.
Strategy E-3: Comprehensive Building Efficiency	The proposed project would include rooftop solar anticipated to generate an average of 75,000 kWh per month to supply project electricity needs. The energy production from the solar panels would be sufficient to power the current manufacturing process as well as the additional power needed for the proposed pressure treating facility. In addition, as discussed above, the proposed project would comply with all energy efficiency standards set forth in Title 20 and Title 24 of the CCR. As such, the project would comply with the suggested measure.
Strategy E-4: Improved Building Temperature Controls	The suggested measures of this strategy include the installation of cool roofs and energy efficient heating and cooling equipment, optimizing building temperature controls, and using natural factors in new buildings to maintain comfortable conditions. The proposed project would be required to comply with all energy efficiency standards set forth in Title 20 and Title 24 of the CCR, whgich would ensure the proposed project would generally comply with such suggested measures. For example, installation of cool roof technology is required as part of the State's current Title 24 requirements. In addition, pursuant to CALGreen standards, the proposed project would be required to install energy efficient heating and cooling appliances. As such, the project would comply with the suggested measure.
Strategy E-6: Renewable Energy Generation and Procurement	As discussed above, the proposed project would include rooftop solar anticipated to generate an average of 75,000 kWh per month to supply project electricity needs. The energy production from the solar panels would be sufficient to power the current manufacturing process as well as the additional power needed for the proposed pressure

Table 6
Project Consistency with the Woodland CAP

Reduction Strategy	Project Consistency
	treating facility. Thus, the project would comply with the suggested measure.
Strategy T/LU-2: Infill Development, Redevelopment, and Repurposing	The proposed project is an expansion of the existing Redwood Empire Facility, and would include the relocation and modernization of Redwood Empire's pressure treating facility from its existing location in Weed, California, to Redwood Empire's remanufacturing facility located at the project site. The portion of the project site that would be developed with the pressure treating facility is currently paved and used for lumber inventory storage. As such, the proposed project would generally be considered infill development and would repurpose a portion of the Redwood Empire site for use as the pressure treating facility. As such, the project would generally comply with this suggested measure.
Strategy T/LU-3: Smart Growth in New Development	See Strategy T/LU-2 consistency discussion. Based on the analysis therein, the project would generally comply with this suggested measure.
Strategy T/LU-4: Reduced Motor Vehicle Trips	The proposed project consists of the relocation and modernization of the Redwood Empire pressure treating facility from Weed, California, to Redwood Empire's remanufacturing facility located at the project site. Although the proposed project would include an increase in employee trips, the trips would replace the trips generated from the previous Redwood Empire location in Weed, California. The Redwood Empire Facility would consolidate operations at the Woodland location, which would generally result in an overall reduction in VMT. Therefore, the project would generally comply with this suggested measure.
Strategy T/LU-5: Increased Mass Transit Use, Walking, and Bicycling	Given the industrial nature of the project area, bicycle and pedestrian facilities are not located within the project vicinity. In addition, given the distance of the site from the nearest residential areas, the proposed project is not likely to generate new walking or bicycle trips due to the distance from residential areas and other land uses. However, employees may use mass transit, as the closest bust stop is 0.7-mile west of the project site for Route 212 at East Beamer at Matmor Road. Therefore, the project would generally comply with this suggested measure.
Strategy T/LU-6: Reduced Emissions from Vehicle Idling and Other Equipment	Sections 2449 and 2485 of Title 13 of the CCR limits idling of heavy-duty trucks to five minutes. Unless specifically exempted in Sections 2449 and 2485, all diesel-powered equipment and heavy-duty trucks associated with the proposed project would be subject to such idling limitations.

Table 6
Project Consistency with the Woodland CAP

Reduction Strategy	Project Consistency
	Therefore, the project would generally comply with this suggested measure.
Strategy T/LU-7: Increased Use of Alternative-Fuel Vehicles	The proposed project does not include the addition of any on-site parking. Parking improvements associated with the proposed project would include minor striping improvements associated with an existing on-site parking lot. Therefore, the provision of additional EV infrastructure would not be required on-site, and this suggested measure would generally not be applicable to the proposed project.
Strategy UF-2: Increased Tree Planting	The proposed project is an expansion of the existing Redwood Empire Facility and includes the addition of four buildings on the currently developed site which includes existing landscaping. All areas proposed for development are currently paved. In addition, while the proposed project would include the removal of one on-site tree, pursuant to the City's Municipal Code, an application for a development project must contain a program for replacement of any trees proposed to be removed. Therefore, the project generally conforms to the CAP.
Strategy W/W-1: Increased Water Conservation	The proposed project would be required to comply with the water efficiency regulations included within CALGreen Code. Thus, the proposed project would comply with this suggested measure.
Strategy W/W-2: Solid Waste Reduction and Waste Processing Improvements	Section 13.36.010 of the City's Municipal Code sets forth recycling requirements sufficient to meet State standards. For example, businesses within the City are required to ensure that designated recyclable materials generated at the business are taken only to a recycling center, and not to a landfill for disposal. In addition, pursuant to the CALGreen Code, at least 65 percent of construction-related solid waste shall be diverted from landfills. Thus, the proposed project would generally comply with this measure.
Source: City of Woodland Climate Action Plan, 2017.	

As presented in Table 6 the proposed project would be consistent with the applicable reduction measures included in the City's CAP. Therefore, the proposed project would not generate GHG emissions that would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG during operations.

Conclusion

Because implementation of the proposed project would result in construction-related GHG emissions below the applicable threshold of significance of 1,100 $MTCO_2e$/yr and would be consistent with the City's CAP, the project would not be considered to generate GHG

emissions, directly or indirectly, that would have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, impacts would be considered ***less than significant***.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	✖	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	✖
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	✖
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. The use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to be in compliance with local, State, and federal regulations during project construction and operation.

Construction activities associated with implementation of the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. The project contractor is required to comply with all California Health and Safety Codes and local City and County ordinances regulating the handling, storage, and transportation of hazardous toxic materials. Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b), the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee authorized representative, agent, or designee of the handler shall provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the contractors are required to notify the YCEHD in the event of an accidental release of a hazardous material who would then monitor the conditions and recommend appropriate remediation measures.

The current facility includes the storage, use, and disposal of chemicals related to the remanufacturing facility. The proposed project would also involve the use of certain chemicals for the pressure treating process and stain line; specifically, CA-C working

solution, Pack-PT, and Eco Stain #112. However, although considered hazardous, according to the safety data sheets for the aforementioned chemicals, CA-C working solution, Pack-PT, and Eco Stain #112 are not restricted-use chemicals. Additionally, such materials are required to be safely managed in accordance with applicable regulations. For example, the proposed project would be required to comply with the regulations set forth by 22 CCR Section 66263, Standards Applicable to Transporters of Hazardous Waste, which requires transporters of hazardous materials to ensure that releases of hazardous wastes into the environment would not occur, including the discharge of hazardous wastes into soils, drainage systems, and surface and ground water systems. In addition, 22 CCR Section 66263.31 requires transporters of hazardous materials to clean up any hazardous waste discharge that occurs during transportation to the extent that hazardous waste discharge no longer presents a hazard to human health or the environment. Compliance with such measures would ensure that such materials would not present a significant hazard.

Based on the above, the proposed project would be required to comply with all applicable provisions of the California Health and Safety Code, and Title 22 of the CCR. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous materials. Therefore, a ***less-than-significant*** impact would occur.

b. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

The project site is currently developed with the existing Redwood Empire Facility. Areas of the project site that would be disturbed as part of the proposed project currently are paved and are used for lumber inventory storage The proposed project would be constructed on the western six acres of the total 13.31-acre property which currently has existing remanufacturing buildings. As discussed under question ‘a,’ during project construction, the project contractor would be required to comply with all California Health and Safety Codes and local ordinances regulating the handling, storage, and transportation of hazardous and toxic materials, including California Health and Safety Code Section 25510(a), which would ensure that any release or threatened release of a hazardous material is reported immediately to the Yolo County Environmental Health Division (YCEHD), the unified program agency, in accordance with all applicable State regulations. The YCEHD would then monitor the conditions and recommend appropriate remediation measures. In addition, the use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is also responsible for developing and enforcing workplace safety regulations. Based on the above, the proposed project would not create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions during project construction.

As noted above, the current on-site facility includes the storage, use, and disposal of chemicals related to the pressure treating process. While the proposed expansion would include the use of additional chemicals specifically, CA-C working solution, Pack-PT, and Eco Stain #112, use of all such chemicals would be in accordance with all applicable regulations. As such, project operation would not create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions.

Given that the proposed project would comply with state safety codes regarding the storage and transport of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. Thus, a ***less-than-significant*** impact would occur.

c. The proposed project site is not located within one-quarter mile of an existing or proposed school. The nearest existing school to the site, Beamer Elementary School, is located approximately 1.5 miles southwest of the site. Therefore, the project would have ***no impact*** related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d. The California Environmental Protection Agency (Cal EPA) has compiled a list of data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code 65962.5. The components of the Cortese List include the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List, the list of leaking underground storage tank (UST) sites from the State Water Resources Control Board (SWRCB's) GeoTracker database,[9] the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB.[10] The project site is not included on the DTSC Hazardous Waste and Substances Site List,[11] or the list of solid waste disposal sites.[12] Additionally, the SWRCB's GeoTracker database does not identify the project site as containing any Leaking Underground Storage Tanks (LUSTs), which is another portion of the Cortese List.[13] Finally, the project site is not on the list of active CDO and CAO from the SWRCB. Therefore, the project would not create a significant hazard to the public or the environment, and ***no impact*** associated with such would occur.

e. The project site is not located within the vicinity of a public airport or private airstrip. The nearest airstrip to the site is the Watts Woodland Airport, located approximately seven miles west of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur.

f. The proposed project would be consistent with the site's land use and zoning designations, as determined by the General Plan and Zoning Ordinance. Additionally, the proposed project would not involve any changes to roadways or circulation, or increase hazards in the area in a way which would conflict with the County of Yolo Emergency Operations Plan. Thus, the proposed project would not impair implementation or physically interfere with an adopted emergency response plan, and a ***less-than-significant*** impact would occur.

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9 State Water Resources Control Board. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=8858350455. Accessed May 2024.

10 CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed June 2024.

11 Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed May 2024.

12 CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed May 2024.

13 State Water Resources Control Board. *GeoTracker Public Site.* Available at: https://geotracker.waterboards.ca.gov/map/. Accessed May 2024.

g. Issues related to wildfire are discussed in Section XX, Wildfire, of this IS/MND. In addition, the project site is currently developed, and is surrounded entirely by existing light industrial development. The project site is not located within or near a Fire Hazard Severity Zone,[14] and is surrounded entirely by existing development. Thus, the proposed project would not expose people or structures, either directly or indirectly, to the risk of loss, injury, or death involving wildland fires, and a ***less-than-significant*** impact would occur.

[14] CalFire. *Fire Resource Assessment Program.* Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed June 2024.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	✖	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	✖	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	✖	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	✖	☐
iv. Impede or redirect flood flows?	☐	✖	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	✖	☐	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

Discussion

a,ci. The following discussion provides a summary of the proposed project's potential to result in substantial erosion or siltation, violate water quality standards/waste discharge requirements, or otherwise degrade water quality during construction and operation.

Construction

During the early stages of construction activities topsoil would be exposed due to demolition, grading and excavation activities associated with the proposed facility expansion. After grading and prior to overlaying the ground surface with impervious surfaces, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality downstream.

The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. The City's NPDES permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a SWPPP to be prepared for the site. A SWPPP describes BMPs to control or minimize pollutants from

entering stormwater and must address both grading and erosion impacts and non-point source pollution impacts of the development project. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit. Mitigation Measures VII-1 and VII-2 would ensure that the SWPPP prepared for the proposed project complies with NPDES requirements and Chapter 8.08 of the City's Municipal Code, which requires operation of commercial and industrial facilities to comply with any required NPDES permit or waste discharge requirements and demonstrate coverage through creation of a SWPPP. The SWPPP would ensure best management practices are implemented for any water being discharged into the drainage system.

Because the proposed project would comply with the City's NPDES Phase II MS4 permit, create a SWPPP, and adhere to all applicable City permits and regulations, construction activities on-site would not result in substantial erosion or violate any water quality standards or waste water discharge requirements.

Operation

Following completion of the proposed project, the project site would be largely covered with impervious surfaces and topsoil would not be exposed. As such, erosion would not be likely to occur during operation. However, the proposed project would include regular vehicle trips to and from the pressure treating facility. Vehicles could release contaminants onto the impervious surfaces, such as pollutants from oil and grease, metals, organics, pesticides, sediment, trash, and other debris due to leaks and maintenance activities. Additionally, the proposed project would include the use of certain chemicals for the pressure treating process and stain line, specifically, CA-C working solution, Pack-PT, and Eco Stain #112. According to the safety data sheets for the aforementioned chemicals, none are restricted use chemicals. Thus, water quality degradation could result if runoff containing such contaminants entered receiving waters in sufficient quantities to exceed water quality objectives. It should be noted, however, that the wood treatment operation would not discharge water back into the municipal system, as all solutions would be managed in a closed-loop system.

All projects within the City of Woodland are required to comply with the conditions of the NPDES Phase II MS4 Permit, adopted by the City in 2003. Under the MS4 Permit, the City is required to develop, administer, implement, and enforce a Comprehensive Stormwater Management Program (CSWMP) to reduce pollutants in urban runoff to the maximum extent practicable. To obtain coverage under the MS4 Permit, projects within the City are required to comply with the City's Post Construction Standard Plan to treat runoff through the incorporation of BMPs, Low-Impact Development, and hydromodification management techniques. Plans to the existing stormwater treatment are not proposed, except for a possible increase in the frequency of the BMPs currently in place.

Storm drainage services are currently provided to the Redwood Empire Facility by the City of Woodland. The proposed project would not include any changes to the existing on-site stormwater system (with the exception of a potential increase in the BMPs, low impact design, and hydromodification management techniques currently in place at the site) and stormwater runoff from the project site would continue to drain into the City's existing storm drainage infrastructure.

Conclusion

Based on the above, the proposed project would adhere to all applicable permits and mandated by the City and State. However, as discussed in Section VII, Geology and Soils, of this Initial Study, without prior preparation of an SWPPP, proper implementation of BMPs cannot be ensured at this time, and a ***potentially significant*** impact related to substantial erosion or siltation, the violation of water quality standards or waste discharge requirements, or the substantial degradation of water quality during construction or SWPPP operation may occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

X-1 Implement Mitigation Measures VII-1 and VII-2.

b,e. Surface water from the Sacramento River is the primary source of drinking water in the City of Woodland, and groundwater is used as a backup to supplement surface water during times of high demand or reduced surface water availability. The City of Woodland is located in the Yolo Subbasin of the Sacramento Valley Groundwater Basin. The Yolo Subbasin was historically subject to overdraft, but construction of the Indian Valley Reservoir has provided substantial relief. The Yolo Subbasin has a surface area of 256,000 acres and, therefore, the groundwater basin is recharged over a very large area. Considering the entire surface area of the Yolo Subbasin, the proposed project would encompass a negligible portion of the recharge area and project implementation would not substantially affect groundwater recharge. In addition, the majority of the site is already developed with impervious surfaces and is not considered a significant groundwater recharge area.

According to the City of Woodland's Urban Water Management Plan (UWMP),[15] 45,000 AF per year of surface water could be diverted to the cities of Woodland and Davis by the year 2040, which would meet almost all municipal and industrial demands within the two cities. Any additional demand would be met by groundwater sources, and the City would evaluate the need for new wells as needed. Future water demand is projected to be met by primarily surface water, and any excess demand would be supplemented by groundwater. As such, water demand resulting from the proposed project would be primarily met by surface water supply, and implementation of the project would not substantially decrease water supplies.

The proposed project would include the addition of a six-fixture bathroom as part of the breakdown/incisor building, which would result in an increase in on-site water demand. The wood treatment facility is anticipated to include a total of 4,800 gallons per day of water usage when operating at full capacity. A new connection to the existing water line in the project area would be required to meet the anticipated demand. Because the proposed project is consistent with the site's General Plan land use designation, the General Plan and the UWMP have accounted for development of the proposed project in future water requirement projections. Thus, the proposed project would not decrease groundwater supplies such that the project may impede sustainable groundwater management of the basin or conflict with or obstruct implementation of a water quality

[15] City of Woodland. *2020 Urban Water Management Plan.* June 2021.

control plan or sustainable groundwater management plan, and a ***less-than-significant*** impact would occur.

cii,ciii. Upon completion of the proposed project, the western portion of the site would be covered by impervious surfaces. However, the project site is currently developed with the existing Redwood Empire Facility. Areas of the site that would be disturbed as part of the proposed project currently consist of paved ground and are used for lumber inventory storage. Therefore, the proposed project would not increase the impervious surfaces or result in an increase in runoff. Additionally, the proposed project would not include any changes to the existing on-site stormwater system (with the exception of a potential increase in the BMPs, low impact design, and hydromodification management techniques currently in place at the site) Pursuant to the Phase II MS4 Permit requirements, developments must minimize the area of impervious surfaces and infiltrate or reuse runoff from the project site so that the project does not create an increase in flow volume compared to pre-project conditions. As discussed above, the proposed project would comply with the City's *Post Construction Standard Plan,* in order to reduce post-runoff in compliance with the MS4 Permit. Furthermore, Policy 5.1.4 of the General Plan requires new development incorporate site design and low impact development runoff requirements in accordance with the Municipal Code to reduce runoff rates, filter out pollutants, and facilitate groundwater infiltration.

Adherence to NPDES standards by the proposed project and surrounding properties would ensure that despite an increase in impervious surface area, the proposed project would not substantially increase the rate or amount of polluted and/or unpolluted surface runoff in a manner which would result in flooding or exceed the capacity of the existing or planned stormwater drainage systems. Thus, a ***less-than-significant*** impact would occur.

civ,d. The project area is located over 70 miles from the Pacific Ocean and tsunamis typically affect coastlines and areas up to one-quarter mile inland. Therefore, due to the project site's distance from the coast, potential impacts related to a tsunami are minimal. Additionally, the project site is not susceptible to impacts resulting from a seiche because of the site's distance from any enclosed bodies of water.

However, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06113C0435H, the majority of the project site is located within Zone AE, with a small portion located within Zone X. While Zone X is considered an area of minimal flood hazard, Zone AE is designated as a Special Flood Hazard Area (SFHA). According to FEMA number 06113C0435H, the portion of the project site designated as Zone AE has a base flood elevation (BFE) between 47 and 48 feet.

Because the project site is located within Zone AE, the proposed project would be subject to all applicable requirements included in Chapter 15.08, Floodplain Management Regulations, of the City's Municipal Code.

Specifically, Section 15.08.130 of the City's Municipal Code requires that a development permit be obtained before construction or development begins within any SFHA. The development permit is required to include information such as the nature, location, dimensions, and elevation of the area in question, including the proposed elevation in relation to mean sea level, of the lowest floor (including basement) of all structures; existing or proposed structures, fill, storage of materials, drainage facilities; proposed

elevation in relation to mean sea level to which any nonresidential structure will be floodproofed, if required; all appropriate certifications listed in Section 15.08.150(D) of the City's municipal code; and a description of the extent to which any watercourse would be altered or relocated as a result of proposed development.

In addition, Section 15.08.170 of the City's Municipal Code includes standards of construction for buildings proposed to be developed within a SFHA. For example, the standards of Section 15.08.170 include requirements related to building anchoring, construction materials and methods, building elevations, and floodproofing. The proposed project would be required to adhere to all applicable standards of construction included in Municipal Code Section 15.08.170.

The proposed project would also be required to prepare a chemical storage and evacuation plan to ensure the use of chemicals for the pressure treating process and stain line, such as, CA-C working solution, Pack-PT, and Eco Stain #112 are safely managed in the event of a flood.

Preparation of the chemical storage and evacuation plan, as well as compliance with all applicable requirements included in Chapter 15.08 of the City's Municipal Code would ensure that the proposed project would not pose a risk related to the release of pollutants caused by project inundation due to flooding or impede or redirect flood flows. However, because a chemical storage and evacuation plan has not yet been prepared for the proposed project, proper compliance with the regulations included therein cannot be ensured at this time.

Based on the above, without implementation of Mitigation Measure X-2, the proposed project could pose a risk related to the release of pollutants caused by project inundation due to flooding, tsunami, or seiche, or impede or redirect flood flows, and a ***potentially significant*** impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

X-2 *Prior to occupancy of the proposed buildings, the project applicant shall prepare a chemical storage and evacuation plan. The chemical storage and evacuation plan shall be required to include a list of all chemicals used and stored on-site, as well as the locations of where such chemicals are stored, and proof that storage areas are located above the BFE. In addition, the chemical storage and evacuation plan shall identify on-site personnel who shall be responsible for overseeing the removal of such chemicals from the site in the event of a flood, as well as reporting to the City that such chemical removal occurred. The chemical storage and evacuation plan shall be submitted to the City of Woodland for review and approval.*

XI. LAND USE AND PLANNING. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	☐	✖
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure, alter a land use to change the land use conditions in the surrounding community, or isolate an existing land use. The project site is currently developed with the existing Redwood Empire Facility. Areas of the project site that would be disturbed as part of the proposed project currently are paved and are used for lumber inventory storage. The site is surrounded by light industrial uses and is designated IN by the General Plan and zoned IG. Given that the site is currently developed with generally the same uses as the proposed project and the site is surrounded by existing industrial uses, the project would have ***no impact*** related to the physical division of an established community.

b. The project site is designated IN and zoned IG according to the City's General Plan, an IN land use designation permits manufacturing, processing, and refining, as well as warehousing/distribution and logistics uses with supporting commercial services and office space. The proposed project would be consistent with the permitted uses within the IN district.

The proposed project would also be consistent with the zoning requirements of the IG zoning designation, which supports light, medium, and heavy industrial uses, including manufacturing, processing, refining, and similar uses. In addition, as discussed throughout this IS/MND, the project would not conflict with any City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. For example, in compliance with the Yolo HCP/NCCP, the proposed project would be required to pay the appropriate fee calculated at the time of development. Through payment of HCP/NCCP fees and implementation of the avoidance and minimization measures, the proposed project would be considered beneficial to the above-listed covered species.

Based on the above, the proposed project would be consistent with the General Plan and zoning designation and would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and thus, a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✖
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	✖

Discussion

a,b. According to the City's General Plan, Cache Creek and its floodplain is a source of aggregate resources and six aggregate mines are currently in operation along Cache Creek.[16] However, the project site is located over three miles from the nearest mine. In addition, the project site is currently developed. Given the developed setting of the project site and the distance from the nearest mine and Cache Creek, the proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site, and ***no impact*** would occur.

[16] City of Woodland. *City of Woodland General Plan 2035* [pg. 7-27]. May 2017.

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

Discussion

a. The following sections present information regarding sensitive noise receptors in proximity to the project site, the existing noise environment, and the potential for the proposed project to result in noise impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibal (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this analysis are A-weighted unless noted otherwise.
- Average, or equivalent, sound level (L_{eq}): The L_{eq} corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour).
- Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a 10+ decibel weighing to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
- Maximum sound Level (L_{max}): The maximum sound level over a given time-period.
- Median Sound Level (L_{50}): The sound level exceeded 50 percent of the time over a given time.
- Community Noise Equivalent (CNEL): the 24-hour average noise level with noise occurring during evening (7:00 PM to 10:00 PM) and nighttime hours weighted by a factor of ten prior to averaging.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The project site is entirely surrounded by light industrial uses and, thus, sensitive noise receptors are not located within the immediate project vicinity. The closest noise sensitive receptors would be the single-family residences located approximately 5,016 feet (0.95-mile) west of the project site.

City of Woodland Noise Standards

As shown in Table 8-5 of the City's General Plan, exterior sound levels of 55 dBA DNL are considered "normally acceptable" for noise-sensitive land uses within the City. In addition, according to Table 8-7 of the City's General Plan, the acceptable limits of transportation noise for exterior and interior environments of noise-sensitive receptors are 70 dBA DNL and 45 dBA DNL, respectively. Furthermore, Table 8-6 of the City's General Plan provides performance standards for noise emanating from new projects and from existing stationary, non-transportation noise sources of 70 dBA L_{max} during daytime hours (7:00 AM to 10:00 PM), and 65 dBA L_{max} during nighttime hours (10:00 PM to 7:00 AM).

Construction Noise

During the construction of the proposed project, heavy equipment would be used for grading, excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and trucks, would be used on-site. Additionally, during demolition of the existing on-site asphalt surfaces, a concrete saw may be required. Table 7 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet.

Table 7
Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source will decrease at a rate of approximately six dB per every doubling of distance from the noise source. The nearest sensitive receptors to the project site are the single-family homes located approximately 5,016 feet (0.95-mile) west of the project site. Thus, noise levels experienced at the nearest residences would be reduced from the levels depicted in Table 7. Specifically, noise levels at a distance of 5,016 feet (0.95-mile) would be reduced to approximately 49 dB. As such, construction of the proposed project would not subject nearby residents to excessive noise, and the temporary and intermittent nature of construction activity would not permanently alter ambient noise levels in the project area.

Pursuant to the General Plan Policy 8.G.11, temporary construction noise is an acceptable impact that is an expected by product of planned growth, so long as the land use is consistent with the General Plan, and noise levels are consistent with the General Plan and Construction Noise Ordinance. According to the City's Noise ordinance (see Section 9.28.090 of the City's Municipal Code), construction is limited to the hours of 7:00 AM to 6:00 PM Monday through Saturday, and 9:00 AM to 6:00 PM on Sundays. As such, construction of the proposed project would not subject nearby residents to excessive noise, and the temporary and intermittent nature of construction activity would not permanently alter ambient noise levels in the project area.

Operational Noise

Operational noise for the proposed project would include daily employee vehicle trips, machinery associated with production, noise from loading docks, truck circulation and rail traffic.

The proposed project would increase truck trips from six to approximately 15 new truck trips per day and railcars are anticipated to increase from two to six per week. Additionally, the proposed project would add 13 new employees to the on-site workforce for a total of 40 employees associated with the Redwood Empire Facility. However, considering the proposed project is an extension of the existing facility, the project would not result in a substantial increase in noise as compared to the existing noise levels at the facility. Furthermore, project-generated noise would not be discernible at the nearest existing sensitive land use located approximately 5,016 feet (0.95-mile) away. Therefore, the proposed project is not anticipated to generate 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.

Conclusion

Construction of all components of the proposed facility is not expected to generate noise in excess of local standards, and operational noise generated by operations of the proposed project would not be anticipated to generate a substantial permanent increase in noise levels in the project vicinity above levels existing without the proposed project. Therefore, a ***less-than-significant*** impact would occur.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 8, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures. As shown in the table,

the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

Table 8
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

Operation of the proposed project is not anticipated to cause substantially higher vibration levels than current operations. However, project construction would include substantial vibration generating activities. The primary vibration-generating activities associated with construction of the proposed project would occur during grading, placement of utilities, and construction of foundations. Table 9 shows the typical vibration levels produced by construction equipment at various distances.

Table 9
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.029
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
Jackhammer	0.035	0.011
Vibratory Hammer	0.070	0.023
Vibratory Compactor/roller	0.210	0.070

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Operation of vibratory compactors/rollers used for construction of paved areas would operate at a distance of 50 feet or further from the nearest existing structure. Thus, pursuant to the vibration levels shown in Table 9, vibratory compactors groundborne vibrations would be less than 0.070 in/sec PPV, which would be below both the 0.20 and 0.10 in/sec PPV threshold established by Caltrans for potential damage to buildings and human annoyance, respectively.

Based on the above, development of the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels, and a ***less-than-significant*** impact would occur.

c. The project site is not located within the vicinity of a public airport or private airstrip. The nearest airstrip to the site is the Watts Woodland Airport, located approximately seven miles west of the site. Therefore, the project would not be located within the vicinity of a private airstrip or airport land use plan, or within two miles of a public airport where the project would expose people residing or working in the project area to excessive noise levels. Thus, a ***less-than-significant*** impact would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✖

Discussion

a. The proposed project would include the expansion of the existing Redwood Empire Facility. The proposed project would not include the extension of major infrastructure associated with water, sanitary sewer, storm drainage, or energy services. Buildout of the proposed project would also provide long-term employment opportunities associated with the proposed pressure treating facility. The proposed project would result in an increase in 13 full-time employees, which would likely be filled from the local employee base. Due to the relatively small number of employees, the proposed project would not result in a substantial increase in permanent population and a demand for housing in the vicinity of the project site. Furthermore, because the proposed project is consistent with the General Plan and zoning designations, indirect population growth associated with the proposed project has been generally anticipated by the City and analyzed in the General Plan EIR. Therefore, the proposed project would not induce substantial unplanned population growth either directly or indirectly, and a ***less-than-significant*** impact would occur.

b. The project site does not include existing housing or other habitable structures As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, ***no impact*** would occur.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	☐	✖
d. Parks?	☐	☐	☐	✖
e. Other Public Facilities?	☐	☐	☐	✖

Discussion

a,b. The Woodland Fire Department provides fire and emergency medical services in the City. The Fire Department protects an area of 56 square miles, which includes 41 square miles of rural area located north, east, and south of the city limits. The Fire Department operates three fire stations, with an engine company at each one: 101 Court Street, 1619 West Street, and 1550 Springlake Court. The Fire Department is staffed with 45 personnel and is assisted by part time administrative staff persons. To help maintain adequate response times, the Fire Department has identified the need for additional fire stations in the City. A fourth fire station is planned for the Spring Lake Specific Plan area on a one-acre site and will adjoin Central Park. The Insurance Services Office distributes ratings to fire departments' preparedness to fight fires effectively. The City of Woodland received a rating of three on a scale of one to 10, with one being exemplary. The closest fire station to the project site is Station 3 located 0.9-mile south of the site on Springlake Court.

While the proposed project would involve storage of potentially hazardous materials and flammable chemicals on-site, the proposed project would adhere to Chapter 9, Fire Prevention and Emergency Services, of the Municipal Code, which dictates the requirements of new development to install automatic sprinkler systems and comply with the provisions of Sections 12500 to 12726 of the Health and Safety Code of the State and the rules and regulations of the State Fire Marshal. In addition, the Fire Prevention Division of the Woodland Fire Department provides plan review services for both new and existing construction projects. Services include review of designs and installation of automatic fire sprinkler systems and fire alarms, and ensuring that new development projects adhere to code requirements regulating the safety of people who will occupy the area. The Woodland Fire Department would review site plans prior to development of the proposed project to ensure that the project complies with all applicable standards and regulations related to storage and use of hazardous materials. Additionally, the proposed project would be an expansion of the current Redwood Empire Facility and would be consistent with the site's current General Plan and zoning designations.

Law enforcement services are provided by the City of Woodland Police Department. The Police Department has a staff of 79 paid employees, including 64 sworn patrol officers and 15 non-sworn support personnel. The Police Department is located at 1000 Lincoln Avenue. The City currently staffs four full time beats and one daytime only beat. Upon buildout of the General Plan land uses, the City will create seven full time beats. The

General Plan does not have service standards but determines staffing needs based on the amount of uncommitted time per officer per day, and number of major crimes assigned to detectives per day. Currently, the patrol officers average 15 percent unobligated patrol time per shift. As the City continues to develop, the average should not drop below 15 percent. Because the proposed project is consistent with the General Plan and Zoning Ordinance, the City has accounted for development of the proposed project and would not require additional police services at the site or expanded police protection facilities beyond what has been anticipated by the City.

Based on the above, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios related to fire or police protection, and a ***less-than-significant*** impact would occur.

c-e. Development of the proposed project would not induce significant population growth, as the project would not include the construction of housing or the creation of a substantial number of new jobs. As such, the proposed project would not introduce new residents to the area that would use local schools, parks, or other public facilities. Thus, the proposed project would result in ***no impact*** regarding any substantial increase in demand for public facilities such as parks, schools, and government facilities.

XVI. RECREATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	✖
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	✖

Discussion

a,b. The proposed project would include the expansion of an existing industrial facility on a site designated for industrial uses. Because the proposed project would not directly or indirectly result in substantial unplanned population growth, the proposed project would not increase the use of any existing parks or require the construction of new recreational facilities which might have an adverse physical effect on the environment. Therefore, ***no impact*** to park facilities would occur.

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

Discussion

a. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used level of service (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of Senate Bill 743 (2013), PRC Section 21099, subdivision (b)(1), directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."

Please refer to Question 'b' for a discussion of VMT.

Pedestrian and Bicycle Facilities

Currently, limited pedestrian and bicycle facilities are present in the project area. Specifically, paved sidewalks are located within the project vicinity on East Beamer Street and on one side of North Pioneer Avenue. In addition, the City of Woodland maintains two classes of bicycle facilities (Class II and Class III). According to Exhibit 4B.13-3 of the City's General Plan EIR, Class II bike lanes are present in the project vicinity on East Beamer Street and North Pioneer Avenue. However, considering the proposed land use and the industrial nature of the project area, extensive pedestrian and bicycle transportation to the site is not anticipated. The proposed project would not result in any land use changes at the project site. In addition, the proposed project would not include the construction of any pedestrian or bicycle facilities.

Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing pedestrian or bicycle facilities.

Transit Service and Facilities

Transit service in the City of Woodland is provided by the Yolo County Transportation District (YCTD). The YCTD also offers YOUR Ride, an on-demand microtransit service. Currently, 11 routes operate on weekdays, with two operating on weekends. Two routes, 211 and 212, serve the project area. The project site is located 0.7-mile east of a Route 211 and Route 212 bus stop located along East Beamer Street. In addition, the proposed project does not propose any features which could conflict with existing or planned transit facilities. The proposed project is estimated to increase the workforce at the Redwood Empire Facility by 13 people, which would not result in increases in ridership or regional transit facilities that would exceed the capacity of existing bus services. Therefore, the transit access to the project site is adequate and would not result in any significant impacts to the nearby transit network.

Conclusion

Based on the above, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a ***less-than-significant*** impact would occur.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of vehicle miles traveled (VMT) attributable to a project is the most appropriate measure of transportation impacts. Pursuant to Section 15064.3(b)(3), a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. Other relevant considerations may include the effects of the project on transit and non-motorized travel.

   The Technical Advisory on Evaluating Transportation Impacts in CEQA published by the Governor's Office of Planning and Research (OPR) in December 2018, which provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects, recommends that projects generating or attracting fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact. While the proposed project would temporarily result in an increase in VMT during the construction period, operations at the proposed facility would not significantly affect local or regional VMT. Based on applicant-provided information, approximately 13 new employees would join the workforce for a total of 40 employees. Therefore, approximately 26 additional daily trips would occur with implementation of the proposed project (13 employees per shift, one shift per day, two daily trips per employee = 26 trips per day). The Technical Advisory on Evaluating Transportation Impacts in CEQA published by OPR provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects.[17] As such, the net increase of 26 trips per day would be considered to be a less-than-significant impact related to VMT.

   The proposed project would increase the use of trucks travelling to and from the project site related to the proposed pressure treatment facility. However, an analysis of VMT from

[17] Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

heavy truck trips is not required pursuant to SB 743 and the CEQA Guidelines and, thus, was not included in this analysis. SB 743 and the associated CEQA Guidelines Section 15064.3 were established in order to reduce statewide GHG emissions, and do not require an analysis of VMT related to heavy truck use for the movement of goods. Although the City of Woodland has not adopted guidance regarding this issue, jurisdictions throughout the State have approved guidance indicating that heavy truck trucks may be excluded from VMT analysis pursuant to SB 743. For instance, guidance regarding excluding truck VMT from the evaluation of transportation impacts under CEQA has been incorporated into the Traffic Study Guidelines adopted by other cities, including San Marcos (July 1, 2020), Long Beach (June 2020), Clovis (July 1, 2020), San Diego (March 20, 2020), and San Mateo (July 16, 2020).

Based on the above, impacts to VMT are not expected to be substantial, and the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). Thus, a ***less-than-significant impact*** would occur.

c,d. Site access is provided by way of three existing entrances, one from East Beamer Street and the other two entrances from North Pioneer Avenue, one of which is exclusively for trucks. Based on the minor number of trips anticipated to be generated by the proposed project, operational traffic issues are not expected to occur at the project driveways. Implementation of the proposed project would not result in any substantial modifications to the City's existing roadway system.

The existing driveways are free and clear of any obstructions to provide adequate sight distance, thereby ensuring that vehicles would be able to see pedestrians and other vehicles traveling on the project area roadways. The proposed project would not include any additional landscaping or signage that would obstruct the existing sight distance. In addition, all entrances are capable of accommodating emergency vehicles in and out of the site.

Implementation of the proposed project would not result in any modifications to the City's existing roadway system and would provide adequate access to the site for emergency vehicles. Emergency vehicles would use the primary access driveways to enter the site and could pull into the parking areas located on the western portion of the site, or the parking area in the northeastern portion of the site which include truck turnarounds. Based on the above, the proposed project would not substantially increase hazards due to design features or incompatible uses, and emergency access to the site would be adequate. Therefore, a ***less-than-significant*** impact could occur related to substantially increasing hazards due to geometric design features or result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	✖	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	✖	☐	☐

Discussion

a,b. As discussed in Section V, Cultural Resources, of this Initial Study, the project site is currently developed with the existing Redwood Empire Facility. Areas of the project site that would be disturbed as part of the proposed project currently are paved and are used for lumber inventory storage. The project site does not contain any structures on any lists of historic resources or contain any recorded archaeological resources.

In compliance with AB 52 (Public Resources Code Section 21080.3.1), project notification letters were distributed to the Cachil Dehe Band of Wintun Indians of the Colusa Indian Community, Cortina Ranchera – Kletsel Dehe Band of Wintun Indians, Grindstone Rancheria of Wintun-Wailaki, Wilton Rancheria, and Yocha Dehe Wintun Nation on May 24, 2024. During the mandatory 30-day consultation period, one request for consultation was received by Yocha Dehe Wintun Nation. As part of consultation, the tribe requested to meet with the City. During the August 7, 2024 meeting, the determination was made that Tribal Cultural Resources have not been identified in the project area, and the tribe has not requested a cultural monitor. In addition, the Yocha Dehe Wintun Nation provided tribe-specific mitigation recommendations. Such recommendations have been incorporated into Mitigation Measures XVIII-1 and XVIII-2, below. Additional requests for consultation were not received.

Based on the lack of identified cultural resources at the site, the potential for known Tribal Cultural Resources to occur on the project site is low. Nevertheless, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of a Tribal Cultural Resource if previously unknown cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact to Tribal Cultural Resources could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

XVIII-1 *Prior to commencement of construction activities, the applicant shall arrange for a member of Yocha Dehe Wintun Nation to conduct Cultural Sensitivity Training to the construction crew. Generally, the training would consist of a presentation to the construction crew about types of resources and evidence thereof, role of the Tribe, what to do if resources are uncovered, etc. To schedule Cultural Sensitivity Training prior to commencement of construction, the applicant shall contact the Cultural Resources Department Administrative Staff, Yocha Dehe Wintun Nation, Office (530) 796-3400, Email: THPO@yochadehe-nsn.gov. Proof of compliance with this measure shall be provided to the City of Woodland Community Development Department.*

XVIII-2 *During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted within 100 feet of the total circumference of the area, and the County Coroner, project superintendent, and the City of Woodland shall be contacted immediately. If it is determined that the remains are of Native American origin, then the Native American Heritage Commission (NAHC) shall be notified and requested to identify the Most Likely Descendent (MLD) who will then work with the landowner and/or lead agency on treatment of the find. The MLD shall have at least 48 hours from notification of the find to comment. The agreed upon treatment shall include appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If negotiations fail to work out a solution, the NAHC will be contacted again and file a report to the State Attorney General and act as a mediator. Work within 100 feet of the area shall not be allowed to resume until the MLD makes a decision. Any findings shall be submitted by a qualified archaeologist in a professional report to the project applicant, the MLD, and the City of Woodland. The archaeologist may assist the Tribe, if requested, but the archaeologist has no jurisdiction over human remains, and is subject to the same fines as other entities.*

The above measures shall be included in the notes on project improvement plans, subject to review and approval by the City of Woodland's Community Development Director or Public Works Director, or designee thereof, as applicable.

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✖	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✖	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	✖	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	✖	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	✖	☐

Discussion.

a. The proposed project would include development of four new buildings associated with the Redwood Empire Pressure Treating Facility. However, the new buildings would not require the relocation or expansion of water, wastewater treatment, stormwater drainage, electricity, natural gas, and telecommunications facilities. Because the proposed project is located within the existing Redwood Empire remanufacturing facility, all utilities for the proposed project would be provided by way of existing infrastructure located within the existing project site and vicinity. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b. The City of Woodland Public Works Department currently provides municipal water to the City's Development Area. Treated Sacramento River water supplied by the Woodland-Davis Clean Water Agency's Regional Water Treatment Facility is the primary source of drinking water within the City. Groundwater is a backup to the surface water supply. The proposed project would include connection to the City's water main. As discussed in Section X, Hydrology and Water Quality, of this Initial Study, the proposed project would not decrease or substantially impede groundwater supplies within the City. The proposed project would include the addition of a six-fixture bathroom as part of the breakdown/incisor building, which would result in an increase in on-site water demand. The wood treatment facility is anticipated to include a total of 4,800 gallons per day of water usage when operating at full capacity, which is equivalent to approximately 5.38 acre-feet per year (AFY). A new connection to the City's municipal water line would be

required to provide such increased water demand to the proposed warehouses. According to the City of Woodland 2020 UWMP, the City is anticipated to have a minimum surplus of 7,564 AFY during normal, dry, and multiple dry years.[18] Water demand associated with industrial uses at the project site has been previously anticipated by the City, and the increase in on-site water usage associated with the proposed project would be negligible. Therefore, water use associated with the proposed project has been generally accounted for by the City.

The General Plan EIR concluded that with the applicable policies and regulations set forth by the City, water supply will be sufficient through the year 2035 based on land uses set forth by the General Plan. Considering the above, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a ***less-than-significant*** impact would occur.

c. Within the City of Woodland, sewer service is provided by the City of Woodland Utility Division. All of the wastewater flow is conveyed to the City's Water Pollution Control Facility (WPCF), which provides tertiary-level wastewater treatment and disposal services in compliance with the Clean Water Act to more than 60,000 residents as well as all commercial and industrial buildings within the City. Future average flow to WPCF from the City is expected to be approximately 8.3 million gallons per day (mgd), while the projected future capacity of the WPCF is approximately 9.2 mgd.[19]

The proposed project would connect to the existing sewer line located along East Beamer Street, south of the project site, which would provide sewer service to the proposed warehouse buildings. Specifically, the proposed project would include the addition of a six-fixture bathroom as part of the breakdown/incisor building, which would connect to the City's sewer line. Given that the projected future capacity of the WPCF would be well above the anticipated future average flows to the WPCF, the slight increase in wastewater that would occur on-site related to the proposed bathroom would be negligible. The wood treatment operation would not discharge water back into the municipal system, as all solutions would be managed in a closed-loop system. In addition, because the proposed project is consistent with the project site's current General Plan land use and zoning designations, construction and operation of the proposed project would not result in a substantial increase in wastewater generation beyond what has already been anticipated for the site by the City and analyzed in the General Plan EIR. Therefore, a ***less-than-significant*** impact related to the City's wastewater treatment capacity would occur as a result of the proposed project.

d,e. Solid waste services are provided by the City through an agreement with Waste Management. Solid waste and yard waste are disposed of at the Yolo County Central Landfill. According to the Yolo County Integrated Waste Management Plan, as of 2012, the landfill had approximately 79 years of disposal capacity, and 49,035,200 cubic yards of permitted waste.[20]

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18 City of Woodland. *2020 Urban Water Management Plan* [Tables 7-2, 7-4, and 7-6]. June 2021.
19 City of Woodland. *City of Woodland General Plan EIR* [pg. 4.14-7]. September 2016.
20 City of Woodland. *2035 General Plan and Climate Action Plan Public Review Draft Environmental Impact Report.* September 2016.

Because the proposed project is consistent with the project site's current General Plan land use and zoning designations, construction and operation of the proposed project would not result in increased solid waste generation beyond what has been previously anticipated for the site by the City and analyzed in the General Plan EIR. The General Plan EIR concluded that although buildout of the General Plan would result in increased solid waste disposal at the Yolo County Central Landfill, adequate capacity exists at the landfill to continue to serve the City of Woodland's solid waste disposal needs. Buildout of the project site and solid waste generation from project construction and operations would be consistent with the growth projections analyzed in the General Plan EIR.

Therefore, a ***less-than-significant*** impact related to solid waste would occur as a result of the proposed project.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	✖	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	✖	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	✖	☐

Discussion

a-d. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within a Very High Fire Hazard Severity Zone nor are Very High Fire Hazard Severity Zones located in close proximity to the project site.[21] Furthermore, the General Plan EIR includes policies to reduce wildfire impacts. Therefore, the proposed project would not be subject to risks related to wildfires, and a ***less-than-significant*** impact would occur.

[21] California Department of Forestry and Fire Protection. *California Fire Hazard Severity Zone Viewer. Available at:* https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed May 2024.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	✖	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	✖	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	✖	☐

Discussion

a. As discussed in Section IV, Biological Resources, of this Initial Study, while implementation of the proposed project would have the potential to adversely impact nesting raptors and migratory birds and raptors protected under the MBTA, Mitigation Measures IV-1 and IV-2 would ensure that impacts to special-status species would be less-than-significant. The project site has been previously disturbed and does not contain any known historic or precontact resources. Thus, implementation of the proposed project is not anticipated to have the potential to result in impacts related to historic or precontact resources. Nevertheless, Mitigation Measures V-1 and V-2 would ensure that in the event that historic or precontact resources are discovered within the project site, such resources are protected in compliance with the requirements of CEQA.

The proposed project would implement and comply with applicable City of Woodland General Plan and Municipal Code policies, as discussed throughout this Initial Study. With implementation of the mitigation measures required by this Initial Study, compliance with General Plan policies, Municipal Code sections, and application of standard BMPs during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, a ***less than significant*** would occur.

b. The proposed project in conjunction with other development within the City of Woodland could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this Initial Study, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this Initial Study, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations. In addition, the project would be consistent with the site's existing land use

and zoning designations. The project site is surrounded by existing development and is located in an urbanized setting. Accordingly, buildout of the site for industrial uses was generally considered in the cumulative analysis of buildout of the General Plan within the General Plan EIR.

Pursuant to Section 15152 of the CEQA Guidelines, a project which is consistent with the General Plan and zoning of the City may tier from the analysis contained in the General Plan EIR, incorporating by reference the general discussions from the broader EIR. As demonstrated throughout this Initial Study, the proposed project would not result in any significant environmental impacts peculiar to the project, and, thus, the proposed project would not contribute any new or additional impacts not previously analyzed in the General Plan EIR. Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Woodland, and the project's incremental contribution to cumulative impacts would be ***less than significant***.

c. As described in this Initial Study, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, and mitigation measures included herein. In addition, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this Initial Study, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials and noise. Therefore, the proposed project's impact would be ***less than significant***.

APPENDIX A

CALEEMOD RESULTS

Redwood Empire Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Redwood Empire
Construction Start Date	4/1/2025
Operational Year	2027
Lead Agency	City of Woodland
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.60
Precipitation (days)	26.8
Location	22 N Pioneer Ave, Woodland, CA 95776, USA
County	Yolo
City	Woodland
Air District	Yolo/Solano AQMD
Air Basin	Sacramento Valley
TAZ	321
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.24

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

Unrefrigerated Warehouse-Rail	81.3	1000sqft	1.87	81,250	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

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.	3.49	3.14	19.4	20.7	0.05	0.65	7.21	7.86	0.59	3.46	4.05	—	7,070	7,070	0.32	0.73	10.3	7,305
Mit.	2.63	2.47	11.3	31.5	0.07	0.27	17.8	18.1	0.25	8.91	9.16	—	8,448	8,448	0.38	0.74	10.3	8,688
% Reduced	25%	21%	42%	-52%	-24%	59%	-147%	-130%	58%	-158%	-126%	—	-19%	-19%	-17%	-2%	—	-19%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.85	2.60	10.1	13.0	0.02	0.33	0.51	0.83	0.31	0.12	0.42	—	2,701	2,701	0.10	0.09	0.07	2,730
Mit.	2.23	2.12	6.53	18.8	0.03	0.16	0.51	0.66	0.15	0.12	0.26	—	3,366	3,366	0.13	0.09	0.07	3,397
% Reduced	22%	18%	35%	-45%	-26%	53%	—	21%	52%	—	38%	—	-25%	-25%	-27%	-6%	—	-24%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	1.41	1.26	5.95	7.77	0.01	0.21	1.02	1.23	0.20	0.36	0.55	—	1,609	1,609	0.06	0.07	0.64	1,626
Mit.	1.06	0.99	3.86	11.5	0.02	0.09	1.49	1.58	0.08	0.60	0.68	—	2,044	2,044	0.08	0.07	0.64	2,062
% Reduced	25%	21%	35%	-48%	-29%	58%	-46%	-28%	57%	-68%	-23%	—	-27%	-27%	-32%	-6%	—	-27%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.23	1.09	1.42	< 0.005	0.04	0.19	0.22	0.04	0.07	0.10	—	266	266	0.01	0.01	0.11	269
Mit.	0.19	0.18	0.70	2.10	< 0.005	0.02	0.27	0.29	0.02	0.11	0.12	—	338	338	0.01	0.01	0.11	341
% Reduced	25%	21%	35%	-48%	-29%	58%	-46%	-28%	57%	-68%	-23%	—	-27%	-27%	-32%	-6%	—	-27%

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	2.13	1.62	19.4	17.8	0.05	0.65	7.21	7.86	0.59	3.46	4.05	—	7,070	7,070	0.32	0.73	10.3	7,305
2026	3.49	3.14	14.4	20.7	0.03	0.50	0.64	1.14	0.46	0.15	0.62	—	3,880	3,880	0.14	0.10	3.02	3,917
2027	1.47	1.45	0.85	1.49	< 0.005	0.02	0.07	0.09	0.02	0.02	0.03	—	208	208	0.01	< 0.005	0.25	209
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.45	1.21	9.58	11.7	0.02	0.33	0.44	0.78	0.31	0.11	0.42	—	2,513	2,513	0.09	0.08	0.06	2,541
2026	2.85	2.60	10.1	13.0	0.02	0.32	0.51	0.83	0.30	0.12	0.42	—	2,701	2,701	0.10	0.09	0.07	2,730
2027	1.47	1.44	0.85	1.40	< 0.005	0.02	0.07	0.09	0.02	0.02	0.03	—	200	200	0.01	< 0.005	0.01	201
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.83	0.68	5.84	6.71	0.01	0.21	1.02	1.23	0.20	0.36	0.55	—	1,529	1,529	0.06	0.07	0.64	1,552
2026	1.41	1.26	5.95	7.77	0.01	0.19	0.29	0.48	0.18	0.07	0.25	—	1,609	1,609	0.06	0.05	0.62	1,626

2027	0.88	0.87	0.51	0.84	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	121	121	< 0.005	< 0.005	0.06	122
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.15	0.12	1.07	1.23	< 0.005	0.04	0.19	0.22	0.04	0.07	0.10	—	253	253	0.01	0.01	0.11	257
2026	0.26	0.23	1.09	1.42	< 0.005	0.04	0.05	0.09	0.03	0.01	0.05	—	266	266	0.01	0.01	0.10	269
2027	0.16	0.16	0.09	0.15	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.0	20.0	< 0.005	< 0.005	0.01	20.2

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	1.06	0.84	11.3	29.9	0.07	0.27	17.8	18.1	0.25	8.91	9.16	—	8,448	8,448	0.38	0.74	10.3	8,688
2026	2.63	2.47	9.52	31.5	0.05	0.22	0.64	0.86	0.21	0.15	0.36	—	5,203	5,203	0.19	0.11	3.02	5,244
2027	1.36	1.36	0.66	1.32	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	208	208	0.01	< 0.005	0.25	209
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.92	0.80	5.97	17.7	0.03	0.16	0.44	0.60	0.15	0.11	0.26	—	3,178	3,178	0.12	0.09	0.06	3,208
2026	2.23	2.12	6.53	18.8	0.03	0.15	0.51	0.66	0.14	0.12	0.26	—	3,366	3,366	0.13	0.09	0.07	3,397
2027	1.35	1.35	0.67	1.23	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	200	200	0.01	< 0.005	0.01	201
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.47	0.41	3.21	10.1	0.02	0.09	1.49	1.58	0.08	0.60	0.68	—	1,995	1,995	0.08	0.07	0.64	2,019
2026	1.06	0.99	3.86	11.5	0.02	0.09	0.29	0.38	0.08	0.07	0.15	—	2,044	2,044	0.08	0.05	0.62	2,062
2027	0.81	0.81	0.40	0.74	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	121	121	< 0.005	< 0.005	0.06	122
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.09	0.07	0.59	1.84	< 0.005	0.02	0.27	0.29	0.02	0.11	0.12	—	330	330	0.01	0.01	0.11	334
2026	0.19	0.18	0.70	2.10	< 0.005	0.02	0.05	0.07	0.02	0.01	0.03	—	338	338	0.01	0.01	0.10	341

2027	0.15	0.15	0.07	0.14	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.0	20.0	< 0.005	< 0.005	0.01	20.2

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.	3.18	3.07	0.70	8.85	0.01	0.03	0.97	1.00	0.02	0.25	0.27	77.2	1,871	1,948	7.96	0.15	3.85	2,197
Mit.	3.18	3.07	0.70	8.85	0.01	0.03	0.97	1.00	0.02	0.25	0.27	77.2	1,397	1,475	7.88	0.15	3.85	1,719
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	25%	24%	1%	6%	—	22%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.50	2.44	0.77	4.67	0.01	0.02	0.97	0.99	0.02	0.25	0.27	77.2	1,764	1,841	7.96	0.16	0.10	2,088
Mit.	2.50	2.44	0.77	4.67	0.01	0.02	0.97	0.99	0.02	0.25	0.27	77.2	1,290	1,367	7.88	0.15	0.10	1,609
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	27%	26%	1%	6%	—	23%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.81	2.72	0.74	6.31	0.01	0.02	0.95	0.98	0.02	0.24	0.26	77.2	1,791	1,868	7.96	0.16	1.66	2,115
Mit.	2.81	2.72	0.74	6.31	0.01	0.02	0.95	0.98	0.02	0.24	0.26	77.2	1,317	1,394	7.88	0.15	1.66	1,637
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	26%	25%	1%	6%	—	23%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.51	0.50	0.14	1.15	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	12.8	296	309	1.32	0.03	0.27	350
Mit.	0.51	0.50	0.14	1.15	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	12.8	218	231	1.30	0.02	0.27	271

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	26%	25%	1%	6%	—	23%

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	0.67	0.62	0.55	5.22	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,205	1,205	0.05	0.06	3.85	1,227
Area	2.50	2.45	0.03	3.53	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.6
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	618	618	0.09	0.01	—	624
Water	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Waste	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	3.18	3.07	0.70	8.85	0.01	0.03	0.97	1.00	0.02	0.25	0.27	77.2	1,871	1,948	7.96	0.15	3.85	2,197
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.62	0.56	0.65	4.57	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,113	1,113	0.06	0.06	0.10	1,133
Area	1.87	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	618	618	0.09	0.01	—	624
Water	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Waste	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	2.50	2.44	0.77	4.67	0.01	0.02	0.97	0.99	0.02	0.25	0.27	77.2	1,764	1,841	7.96	0.16	0.10	2,088
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.62	0.56	0.61	4.46	0.01	0.01	0.95	0.96	0.01	0.24	0.25	—	1,132	1,132	0.06	0.06	1.66	1,153
Area	2.18	2.15	0.01	1.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	618	618	0.09	0.01	—	624

Water	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Waste	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	2.81	2.72	0.74	6.31	0.01	0.02	0.95	0.98	0.02	0.24	0.26	77.2	1,791	1,868	7.96	0.16	1.66	2,115
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.11	0.10	0.11	0.81	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	—	187	187	0.01	0.01	0.27	191
Area	0.40	0.39	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.19
Energy	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	102	102	0.01	< 0.005	—	103
Water	—	—	—	—	—	—	—	—	—	—	—	5.96	5.44	11.4	0.61	0.01	—	31.1
Waste	—	—	—	—	—	—	—	—	—	—	—	6.81	0.00	6.81	0.68	0.00	—	23.8
Total	0.51	0.50	0.14	1.15	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	12.8	296	309	1.32	0.03	0.27	350

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	0.67	0.62	0.55	5.22	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,205	1,205	0.05	0.06	3.85	1,227
Area	2.50	2.45	0.03	3.53	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.6
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Water	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Waste	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	3.18	3.07	0.70	8.85	0.01	0.03	0.97	1.00	0.02	0.25	0.27	77.2	1,397	1,475	7.88	0.15	3.85	1,719
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.62	0.56	0.65	4.57	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,113	1,113	0.06	0.06	0.10	1,133
Area	1.87	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145

Water	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Waste	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	2.50	2.44	0.77	4.67	0.01	0.02	0.97	0.99	0.02	0.25	0.27	77.2	1,290	1,367	7.88	0.15	0.10	1,609
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.62	0.56	0.61	4.46	0.01	0.01	0.95	0.96	0.01	0.24	0.25	—	1,132	1,132	0.06	0.06	1.66	1,153
Area	2.18	2.15	0.01	1.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Water	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Waste	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	2.81	2.72	0.74	6.31	0.01	0.02	0.95	0.98	0.02	0.24	0.26	77.2	1,317	1,394	7.88	0.15	1.66	1,637
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.11	0.10	0.11	0.81	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	—	187	187	0.01	0.01	0.27	191
Area	0.40	0.39	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.19
Energy	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.9	23.9	< 0.005	< 0.005	—	24.0
Water	—	—	—	—	—	—	—	—	—	—	—	5.96	5.44	11.4	0.61	0.01	—	31.1
Waste	—	—	—	—	—	—	—	—	—	—	—	6.81	0.00	6.81	0.68	0.00	—	23.8
Total	0.51	0.50	0.14	1.15	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	12.8	218	231	1.30	0.02	0.27	271

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.75	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	5.58	5.58	—	0.84	0.84	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.57	0.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	102	102	< 0.005	< 0.005	—	103
Demolition	—	—	—	—	—	—	0.23	0.23	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.0	17.0	< 0.005	< 0.005	—	17.0
Demolition	—	—	—	—	—	—	0.04	0.04	—	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	0.06	0.05	0.04	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	< 0.005	0.01	0.54	143
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	0.32	0.10	5.48	1.93	0.03	0.08	1.13	1.21	0.05	0.32	0.37	—	4,435	4,435	0.22	0.70	9.75	4,660

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.31	5.31	< 0.005	< 0.005	0.01	5.38
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	0.01	< 0.005	0.24	0.08	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	182	182	0.01	0.03	0.17	191
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.88	0.88	< 0.005	< 0.005	< 0.005	0.89
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	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.2	30.2	< 0.005	< 0.005	0.03	31.7

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68	0.62	5.82	20.9	0.04	0.18	—	0.18	0.17	—	0.17	—	3,871	3,871	0.16	0.03	—	3,885
Demolition	—	—	—	—	—	—	5.58	5.58	—	0.84	0.84	—	—	—	—	—	—	—
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	0.03	0.03	0.24	0.86	< 0.005	0.01	—	0.01	0.01	—	0.01	—	159	159	0.01	< 0.005	—	160
Demolition	—	—	—	—	—	—	0.23	0.23	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.3	26.3	< 0.005	< 0.005	—	26.4
Demolition	—	—	—	—	—	—	0.04	0.04	—	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	0.06	0.05	0.04	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	< 0.005	0.01	0.54	143
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	0.32	0.10	5.48	1.93	0.03	0.08	1.13	1.21	0.05	0.32	0.37	—	4,435	4,435	0.22	0.70	9.75	4,660
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.31	5.31	< 0.005	< 0.005	0.01	5.38
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	0.01	< 0.005	0.24	0.08	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	182	182	0.01	0.03	0.17	191
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.88	0.88	< 0.005	< 0.005	< 0.005	0.89
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	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.2	30.2	< 0.005	< 0.005	0.03	31.7

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.56	1.31	12.1	12.1	0.02	0.56	—	0.56	0.52	—	0.52	—	2,065	2,065	0.08	0.02	—	2,072
Dust From Material Movemen:	—	—	—	—	—	—	6.26	6.26	—	3.00	3.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.50	0.50	< 0.005	0.02	—	0.02	0.02	—	0.02	—	84.8	84.8	< 0.005	< 0.005	—	85.1
Dust From Material Movemen:	—	—	—	—	—	—	0.26	0.26	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.0	14.0	< 0.005	< 0.005	—	14.1

Dust From Material Movemen:	—	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—	—	—	—
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	0.03	0.03	0.02	0.45	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	84.7	84.7	< 0.005	< 0.005	0.32	86.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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	—	3.18	3.18	< 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

3.4. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.81	5.40	29.4	0.05	0.26	—	0.26	0.25	—	0.25	—	5,347	5,347	0.22	0.04	—	5,365
Dust From Material Movemen:	—	—	—	—	—	—	17.7	17.7	—	8.90	8.90	—	—	—	—	—	—	—
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	0.04	0.03	0.22	1.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	220	220	0.01	< 0.005	—	220
Dust From Material Movemen:	—	—	—	—	—	—	0.73	0.73	—	0.37	0.37	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	36.4	36.4	< 0.005	< 0.005	—	36.5
Dust From Material Movemen:	—	—	—	—	—	—	0.13	0.13	—	0.07	0.07	—	—	—	—	—	—	—
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	0.03	0.03	0.02	0.45	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	84.7	84.7	< 0.005	< 0.005	0.32	86.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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	—	3.18	3.18	< 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

3.5. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.80	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59	—	2,455	2,455	0.10	0.02	—	2,463

Dust From Material Movemen	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.58	0.60	< 0.005	0.03	—	0.03	0.02	—	0.02	—	101	101	< 0.005	< 0.005	—	101
Dust From Material Movemen	—	—	—	—	—	—	0.29	0.29	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.7	16.7	< 0.005	< 0.005	—	16.8
Dust From Material Movemen	—	—	—	—	—	—	0.05	0.05	—	0.03	0.03	—	—	—	—	—	—	—
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	0.05	0.04	0.03	0.60	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	113	113	< 0.005	< 0.005	0.43	115
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	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	114	114	0.01	0.02	0.25	120

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	4.25	4.25	< 0.005	< 0.005	0.01	4.31
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	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.68	4.68	< 0.005	< 0.005	< 0.005	4.91
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.70	0.70	< 0.005	< 0.005	< 0.005	0.71
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	—	0.77	0.77	< 0.005	< 0.005	< 0.005	0.81

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.23	1.20	14.2	0.02	0.05	—	0.05	0.05	—	0.05	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movemen	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
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	0.05	0.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	101	101	< 0.005	< 0.005	—	101
Dust From Material Movemen	—	—	—	—	—	—	0.29	0.29	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.7	16.7	< 0.005	< 0.005	—	16.8
Dust From Material Movemen	—	—	—	—	—	—	0.05	0.05	—	0.03	0.03	—	—	—	—	—	—	—
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	0.05	0.04	0.03	0.60	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	113	113	< 0.005	< 0.005	0.43	115
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	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	114	114	0.01	0.02	0.25	120
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	4.25	4.25	< 0.005	< 0.005	0.01	4.31
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	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.68	4.68	< 0.005	< 0.005	< 0.005	4.91
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.70	0.70	< 0.005	< 0.005	< 0.005	0.71
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	—	0.77	0.77	< 0.005	< 0.005	< 0.005	0.81

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	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
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	0.53	0.44	3.69	4.14	0.01	0.14	—	0.14	0.12	—	0.12	—	744	744	0.03	0.01	—	746
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	0.10	0.08	0.67	0.76	< 0.005	0.02	—	0.02	0.02	—	0.02	—	123	123	< 0.005	< 0.005	—	124
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	0.16	0.14	0.10	2.05	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	386	386	0.01	0.01	1.48	391
Vendor	0.02	0.01	0.46	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	368	368	0.01	0.06	1.00	386
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	0.14	0.13	0.14	1.53	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	344	344	0.01	0.01	0.04	348
Vendor	0.02	0.01	0.50	0.18	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	368	368	0.01	0.06	0.03	385
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	0.06	0.05	0.05	0.64	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	146	146	< 0.005	0.01	0.26	148
Vendor	0.01	< 0.005	0.20	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	152	152	0.01	0.02	0.18	159
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	24.1	24.1	< 0.005	< 0.005	0.04	24.4
Vendor	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25.2	25.2	< 0.005	< 0.005	0.03	26.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (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	0.76	0.66	5.34	16.0	0.03	0.15	—	0.15	0.14	—	0.14	—	2,466	2,466	0.10	0.02	—	2,474
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	0.76	0.66	5.34	16.0	0.03	0.15	—	0.15	0.14	—	0.14	—	2,466	2,466	0.10	0.02	—	2,474
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	0.31	0.27	2.20	6.59	0.01	0.06	—	0.06	0.06	—	0.06	—	1,018	1,018	0.04	0.01	—	1,022
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.40	1.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	169	169	0.01	< 0.005	—	169
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	0.16	0.14	0.10	2.05	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	386	386	0.01	0.01	1.48	391
Vendor	0.02	0.01	0.46	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	368	368	0.01	0.06	1.00	386
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	0.14	0.13	0.14	1.53	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	344	344	0.01	0.01	0.04	348
Vendor	0.02	0.01	0.50	0.18	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	368	368	0.01	0.06	0.03	385
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	0.06	0.05	0.05	0.64	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	146	146	< 0.005	0.01	0.26	148
Vendor	0.01	< 0.005	0.20	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	152	152	0.01	0.02	0.18	159
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	24.1	24.1	< 0.005	< 0.005	0.04	24.4
Vendor	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25.2	25.2	< 0.005	< 0.005	0.03	26.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
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	0.70	0.58	4.91	5.71	0.01	0.17	—	0.17	0.15	—	0.15	—	1,033	1,033	0.04	0.01	—	1,036
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	0.13	0.11	0.90	1.04	< 0.005	0.03	—	0.03	0.03	—	0.03	—	171	171	0.01	< 0.005	—	172
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	0.15	0.14	0.09	1.91	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	378	378	0.01	0.01	1.35	384
Vendor	0.02	0.01	0.44	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	362	362	0.01	0.06	0.91	380
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	0.13	0.12	0.12	1.43	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	337	337	0.01	0.01	0.03	342
Vendor	0.02	0.01	0.48	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	362	362	0.01	0.06	0.02	379
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	0.07	0.07	0.06	0.83	0.00	0.00	0.19	0.19	0.00	0.05	0.05	—	198	198	< 0.005	0.01	0.33	201
Vendor	0.01	0.01	0.27	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	207	207	0.01	0.03	0.22	218

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	32.8	32.8	< 0.005	< 0.005	0.06	33.3
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34.3	34.3	< 0.005	0.01	0.04	36.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	0.64	5.26	15.9	0.03	0.14	—	0.14	0.13	—	0.13	—	2,465	2,465	0.10	0.02	—	2,474
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	0.73	0.64	5.26	15.9	0.03	0.14	—	0.14	0.13	—	0.13	—	2,465	2,465	0.10	0.02	—	2,474
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	0.42	0.36	3.01	9.14	0.01	0.08	—	0.08	0.07	—	0.07	—	1,414	1,414	0.06	0.01	—	1,418
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08	0.07	0.55	1.67	< 0.005	0.01	—	0.01	0.01	—	0.01	—	234	234	0.01	< 0.005	—	235
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	0.15	0.14	0.09	1.91	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	378	378	0.01	0.01	1.35	384
Vendor	0.02	0.01	0.44	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	362	362	0.01	0.06	0.91	380
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	0.13	0.12	0.12	1.43	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	337	337	0.01	0.01	0.03	342
Vendor	0.02	0.01	0.48	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	362	362	0.01	0.06	0.02	379
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	0.07	0.07	0.06	0.83	0.00	0.00	0.19	0.19	0.00	0.05	0.05	—	198	198	< 0.005	0.01	0.33	201
Vendor	0.01	0.01	0.27	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	207	207	0.01	0.03	0.22	218
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	32.8	32.8	< 0.005	< 0.005	0.06	33.3
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34.3	34.3	< 0.005	0.01	0.04	36.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.41	6.48	0.01	0.18	—	0.18	0.17	—	0.17	—	991	991	0.04	0.01	—	995
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.53	< 0.005	0.02	—	0.02	0.01	—	0.01	—	81.5	81.5	< 0.005	< 0.005	—	81.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.5	13.5	< 0.005	< 0.005	—	13.5
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.03	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	139	139	< 0.005	< 0.005	0.49	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.02	10.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.72	1.72	< 0.005	< 0.005	< 0.005	1.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.28	3.03	11.4	0.02	0.07	—	0.07	0.07	—	0.07	—	1,650	1,650	0.07	0.01	—	1,656
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.02	0.25	0.94	< 0.005	0.01	—	0.01	0.01	—	0.01	—	136	136	0.01	< 0.005	—	136
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.5	22.5	< 0.005	< 0.005	—	22.5
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.03	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	139	139	< 0.005	< 0.005	0.49	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.02	10.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.72	1.72	< 0.005	< 0.005	< 0.005	1.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.06	0.05	0.33	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.5	51.5	< 0.005	< 0.005	—	51.6
Architectural Coatings	0.50	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.52	8.52	< 0.005	< 0.005	—	8.55
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.03	0.03	0.02	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	75.7	75.7	< 0.005	< 0.005	0.27	76.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	67.5	67.5	< 0.005	< 0.005	0.01	68.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.7	26.7	< 0.005	< 0.005	0.04	27.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.42	4.42	< 0.005	< 0.005	0.01	4.48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.25	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.5	51.5	< 0.005	< 0.005	—	51.6
Architectural Coatings	0.50	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.52	8.52	< 0.005	< 0.005	—	8.55
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.03	0.03	0.02	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	75.7	75.7	< 0.005	< 0.005	0.27	76.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	67.5	67.5	< 0.005	< 0.005	0.01	68.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.7	26.7	< 0.005	< 0.005	0.04	27.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.42	4.42	< 0.005	< 0.005	0.01	4.48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.50	0.68	< 0.005	0.01	—	0.01	0.01	—	0.01	—	80.2	80.2	< 0.005	< 0.005	—	80.5
Architectural Coatings	0.79	0.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.3	13.3	< 0.005	< 0.005	—	13.3
Architectural Coatings	0.14	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.36	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	74.4	74.4	< 0.005	< 0.005	0.25	75.4
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.27	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	66.3	66.3	< 0.005	< 0.005	0.01	67.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.9	40.9	< 0.005	< 0.005	0.06	41.4
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.77	6.77	< 0.005	< 0.005	0.01	6.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.39	0.58	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	80.2	80.2	< 0.005	< 0.005	—	80.5
Architectural Coatings	0.79	0.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.3	13.3	< 0.005	< 0.005	—	13.3
Architectural Coatings	0.14	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.36	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	74.4	74.4	< 0.005	< 0.005	0.25	75.4
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.27	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	66.3	66.3	< 0.005	< 0.005	0.01	67.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.9	40.9	< 0.005	< 0.005	0.06	41.4
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.77	6.77	< 0.005	< 0.005	0.01	6.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	0.67	0.62	0.55	5.22	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,205	1,205	0.05	0.06	3.85	1,227
Total	0.67	0.62	0.55	5.22	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,205	1,205	0.05	0.06	3.85	1,227
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	0.62	0.56	0.65	4.57	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,113	1,113	0.06	0.06	0.10	1,133
Total	0.62	0.56	0.65	4.57	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,113	1,113	0.06	0.06	0.10	1,133
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	0.11	0.10	0.11	0.81	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	—	187	187	0.01	0.01	0.27	191
Total	0.11	0.10	0.11	0.81	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	—	187	187	0.01	0.01	0.27	191

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	0.67	0.62	0.55	5.22	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,205	1,205	0.05	0.06	3.85	1,227
Total	0.67	0.62	0.55	5.22	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,205	1,205	0.05	0.06	3.85	1,227
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	0.62	0.56	0.65	4.57	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,113	1,113	0.06	0.06	0.10	1,133
Total	0.62	0.56	0.65	4.57	0.01	0.01	0.97	0.98	0.01	0.25	0.26	—	1,113	1,113	0.06	0.06	0.10	1,133
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	0.11	0.10	0.11	0.81	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	—	187	187	0.01	0.01	0.27	191
Total	0.11	0.10	0.11	0.81	< 0.005	< 0.005	0.17	0.18	< 0.005	0.04	0.05	—	187	187	0.01	0.01	0.27	191

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	474	474	0.08	0.01	—	478
Total	—	—	—	—	—	—	—	—	—	—	—	—	474	474	0.08	0.01	—	478
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	474	474	0.08	0.01	—	478
Total	—	—	—	—	—	—	—	—	—	—	—	—	474	474	0.08	0.01	—	478
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	78.4	78.4	0.01	< 0.005	—	79.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	78.4	78.4	0.01	< 0.005	—	79.2

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-Rail	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.9	23.9	< 0.005	< 0.005	—	24.0
Total	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.9	23.9	< 0.005	< 0.005	—	24.0

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	145	145	0.01	< 0.005	—	145
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.9	23.9	< 0.005	< 0.005	—	24.0
Total	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.9	23.9	< 0.005	< 0.005	—	24.0

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	1.74	1.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.13	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.63	0.58	0.03	3.53	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.6
Total	2.50	2.45	0.03	3.53	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.74	1.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.13	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.87	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.05	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.19
Total	0.40	0.39	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.19

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	1.74	1.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.13	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.63	0.58	0.03	3.53	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.6
Total	2.50	2.45	0.03	3.53	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	1.74	1.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.13	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.87	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.05	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.19
Total	0.40	0.39	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.19

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Total	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Total	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	5.96	5.44	11.4	0.61	0.01	—	31.1
Total	—	—	—	—	—	—	—	—	—	—	—	5.96	5.44	11.4	0.61	0.01	—	31.1

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Total	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188

Total	—	—	—	—	—	—	—	—	—	—	—	36.0	32.9	68.9	3.70	0.09	—	188
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	5.96	5.44	11.4	0.61	0.01	—	31.1
Total	—	—	—	—	—	—	—	—	—	—	—	5.96	5.44	11.4	0.61	0.01	—	31.1

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehou	—	—	—	—	—	—	—	—	—	—	—	6.81	0.00	6.81	0.68	0.00	—	23.8
Total	—	—	—	—	—	—	—	—	—	—	—	6.81	0.00	6.81	0.68	0.00	—	23.8

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Total	—	—	—	—	—	—	—	—	—	—	—	41.2	0.00	41.2	4.11	0.00	—	144
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	6.81	0.00	6.81	0.68	0.00	—	23.8
Total	—	—	—	—	—	—	—	—	—	—	—	6.81	0.00	6.81	0.68	0.00	—	23.8

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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	4/1/2025	4/21/2025	5.00	15.0	—
Site Preparation	Site Preparation	4/22/2025	5/12/2025	5.00	15.0	—
Grading	Grading	5/13/2025	6/2/2025	5.00	15.0	—
Building Construction	Building Construction	6/4/2025	10/20/2026	5.00	360	—
Paving	Paving	6/3/2026	7/14/2026	5.00	30.0	—
Architectural Coating	Architectural Coating	6/18/2026	11/3/2027	5.00	360	—

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	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
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	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backh	Diesel	Tier 4 Final	3.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	2.00	8.00	46.0	0.45
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	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	12.5	14.3	LDA,LDT1,LDT2
Demolition	Vendor	—	8.80	HHDT,MHDT
Demolition	Hauling	62.3	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	14.3	LDA,LDT1,LDT2

Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	1.60	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	34.1	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	13.3	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	6.83	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	14.3	LDA,LDT1,LDT2
Demolition	Vendor	—	8.80	HHDT,MHDT
Demolition	Hauling	62.3	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—

Site Preparation	Worker	7.50	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	1.60	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	34.1	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	13.3	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	6.83	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	121,875	40,625	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	81,250	—
Site Preparation	—	—	30.0	0.00	—
Grading	190	—	45.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-Rail	0.00	0%

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	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-Rail	141	141	141	51,602	1,361	1,361	1,361	496,906

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-Rail	141	141	141	51,602	1,361	1,361	1,361	496,906

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	121,875	40,625	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-Rail	847,818	204	0.0330	0.0040	451,330

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)
Unrefrigerated Warehouse-Rail	0.00	204	0.0330	0.0040	451,330

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)

Unrefrigerated Warehouse-Rail	18,789,063	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-Rail	18,789,063	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-Rail	76.4	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-Rail	76.4	—

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

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

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)