# AGENDA NO.5

PLANNING COMMISSION

CITY OF OCEANSIDE

Attachment 4

DATE: July 14, 2025

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A TENTATIVE MAP (T24-00005), DEVELOPMENT PLAN (D24-00016), AND DENSITY BONUS (DB24-00007) FOR THE SUBDIVISION OF 1.44 ACRES OF THE FIRST BAPTIST CHURCH PROPERTY AT 240 GRACE STREET TO CONSTRUCT 19 SINGLE-FAMILY HOMES, WITH TWO RESERVED FOR VERY LOW-INCOME HOUSEHOLDS AND ONE RESERVED FOR MODERATE-INCOME HOUSEHOLDS. APPLICANT: HALLMARK DEVELOPMENT CORP.**

## RECOMMENDATION

Staff recommends that the Planning Commission by motion:

1) Confirm issuance of a Categorical Exemption per California Environmental Quality Act (CEQA) Guidelines Article 19, Section 15332 (In-Fill Development Projects);

2) Approve Tentative Map (T24-00005), Development Plan (D24-00016), and Density Bonus (DB24-00007) by adopting Planning Commission Resolution No. 2025-P16 with findings and conditions of approval attached herein.

## BACKGROUND AND PROJECT DESCRIPTION

**Background:** The project site is comprised of 1.68 gross acres of a 6.00-acre property owned by First Baptist Church at 240 Grace Street. Surrounding land uses consist of single-family properties to the north and east, a vacant Public/Semi-Public site to the west, and the First Baptist Church to the south. The property has a General Plan land use designation of Single-Family Detached Residential (SFD-R) and a zoning designation of Public/Semi-Public (PS), and is located in the Loma Alta Neighborhood Planning Area. The project site (outlined in red) and surrounding area are depicted in Figure 1 below:

Figure 1: Project Location

**Project Description:** The project requires three (3) separate entitlements: a Tentative Map, Development Plan, and Density Bonus to allow the subdivision of a portion of an existing legal parcel and construction of nineteen (19) single-family homes, with three of the units set aside as affordable units pursuant to State Density Bonus Law (SDBL).

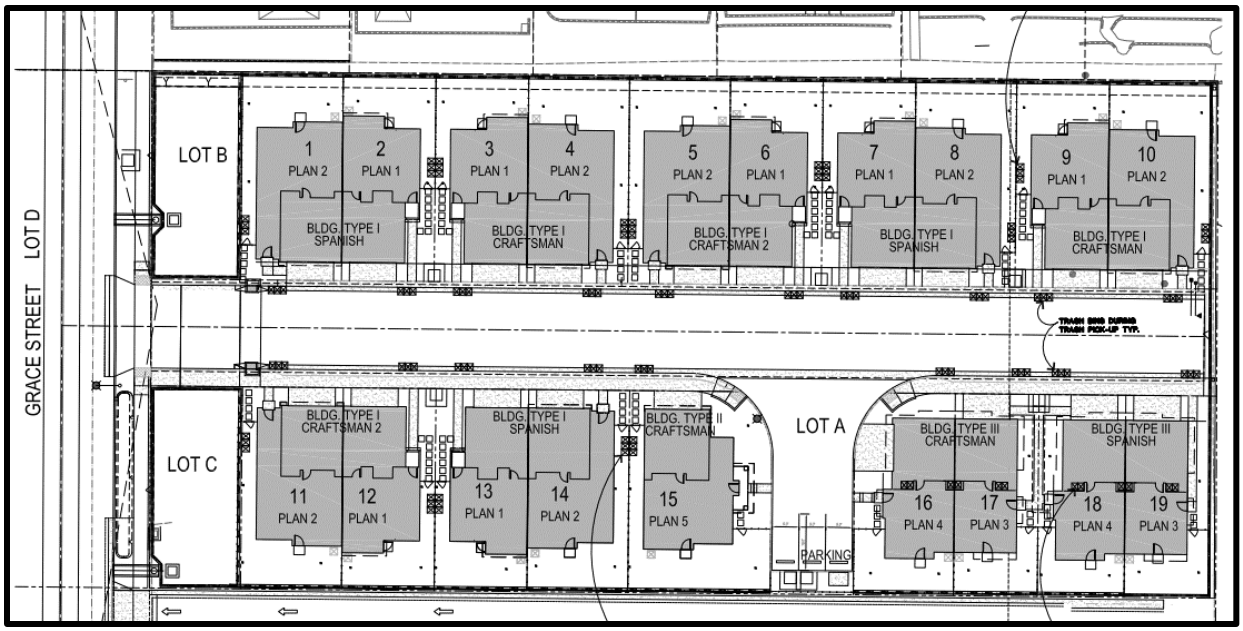
**Tentative Map (T24-00005)** represents a request to subdivide a 1.68-acre portion of the larger 6.00-acre lot into nineteen (19) single-family residential lots, four (4) lettered lots (private street, stormwater basins, Grace Street), and one (1) remainder lot. The portion of the existing lot developed with the church and parking lot would be designated as a "remainder lot" as defined in Government Code Section 66424.6. A designated remainder is a portion of improved or unimproved land which is not divided for the purpose of sale, lease, or financing and not subject to the fulfillment of construction requirements associated with a proposed tentative map and development plan. Each of the proposed

residential lots would take access from the proposed private street off of Grace Street. Lot sizes range from 1,921 to 3,191 square feet.

**Development Plan (D24-00016)** represents a request to allow the construction of nineteen (19) single-family residences and associated improvements including landscaping, stormwater facilities, and a private roadway.

Eighteen (18) of the homes are proposed in a twin-home configuration, sharing a common wall with an adjoining property; one (1) home would be completely detached. Each of the homes are designed as two-story structures with attached two-car garages. Five different floor plans are proposed with either Craftsman or Spanish style elevations spread around the project. Homes would range in size from 1,487 to 2,086 square feet with three (3) or four (4) bedrooms each. Maximum height of the homes would be 28 feet from grade. Each residence would feature private rear yard areas to provide open space. Two (2) biofiltration basins are located at the entrance of the project, increasing the setback of the homes from Grace Street.

Figure 2: Site Plan




Each home would have a two-car garage and a sixteen-foot wide driveway, which are accessed by way of the private road. Garages are proposed at a six-foot setback from the front property line, resulting in driveways too shallow to park standard sized vehicles. Two (2) guest parking spaces, and one (1) USPS parking space are provided at the end of the fire truck “T” turnaround. Because the site is located within the limits of the Preferential Parking Program approved via City Council Resolution 05-R0722-1, the residents of the project would be able to apply for permits to park on the surrounding streets. Per the attached Grace Street Parking Survey (Attachment 5), there is little demand for street parking on Grace Street. Of the four days surveyed, only one car was

observed utilizing the street parking during peak parking hours, which is 10:00 PM to 2:00 AM.

Five (5) differing elevations are proposed for the 10 structures. The Spanish elevations are proposed with sand-colored stucco, brown tiled roofs, dark shutters and doors, and light-colored stone veneer wainscoting. The Craftsman 1 elevation consists of tan stucco walls, grey concrete tile roofs, grey stone veneer wainscoting, and contrasting board-and-batten gable panels. The Craftsman 2 elevation is proposed with soft bluish-grey stucco walls, white trim, brick wainscoting, and slate teal panel siding for contrast. Examples of a Spanish and Craftsman elevation are shown in Figure 3. A third Craftsman elevation is proposed for the detached home which is similar to the Craftsman 2 elevation shown below.

Figure 3: Architecture

**Density Bonus (DB24-00007)** represents a request to allow for an increase in density from the maximum potential density allowed on the project site (9.9 units) to nineteen (19) units pursuant to SDBL; specifically AB 1287 which went into effect on January 1, 2024 and introduced stackable density bonus for projects which reserve additional units for very low-income or moderate-income households.

Pursuant to AB 1287, the project is entitled to an 82.5% density bonus because it is providing 15% of the total allowable units (two units) for very low-income households and 10% (one unit) for moderate-income households. The table below provides a breakdown of the density bonus calculation pursuant to AB 1287.

Table 1: Density Bonus Calculation

| | |
|---|---|
| STEP 1: | Calculate Base Allowable Density |
| | **SFD-R: 1.675 acres x 5.9 dwelling units per acre = 9.9 units**<br><br>**Total rounded up to 10 units as designated base allowable*** |
| STEP 2: | Determine Affordability Percentage and Units |

| | |
|---|---|
| | **15% Very Low-Income x 10 units (base allowable) = 2 units; 50% bonus**<br><br>**10% Moderate-Income x 10 units (base allowable) = 1 unit; 32.5% bonus** |
| STEP 3: | Calculate Density Bonus Units |
| | **10 units x .825 (82.5% density bonus) = 9 units (8.25 rounded up*)** |
| STEP 4: | Calculate Total Dwelling Units |
| | **10 units (base allowable units) + 9 units (density bonus units) = 19 total units allowed**<br><br>**(16 market rate + 3 affordable units)**<br><br>**<u>Resulting Overall Project Density on 1.675 acres = 11.34 du/ac</u>** |

**Per SDBL, all fractional units are rounded up.*

SDBL entitles projects to certain incentives or concessions and also provides for waivers from development standards that would physically preclude the project at the density proposed. The granting of waivers does not reduce the number of incentives allowed on a project, and the number of waivers that may be requested and granted is unlimited. In accordance with SDBL, a City cannot deny or condition the project or otherwise deny a requested incentive/concession or waiver unless findings are made that of a "specific adverse impact" which is defined as "*a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete*" that cannot otherwise be mitigated.

At the proposed level of affordability, the project is entitled to three concessions. One of the three available concessions is requested to provide relief from the otherwise required frontage improvements, including repaving or replacement of the street, curb, gutter, and sidewalk adjoining the property. The applicant has not requested the use of the two remaining concessions.

In order to accommodate the project as proposed and as allowed under State Law, the project cannot physically comply with all applicable development standards for the Residential Single-Family (RS) Zone. The applicant has thus requested waivers from the following development standards pursuant to State Law:

1. Lot Size
2. Lot Width
3. Setbacks
4. Lot Coverage
5. Residential Unit Types
6. Front Yard Landscaping
7. Maximum Height of Fences/Walls
8. Plantable Retaining Walls
9. Parking

The following table is provided to illustrate the development standards applicable to the project and to identify the standards proposed to be waived as a part of the Density Bonus application:

Table 2: Development Standards*

| DEVELOPMENT STANDARD | RS ZONE REQUIREMENTS | PROPOSED PROJECT | NOTES |
|---|---|---|---|
| Lot Size | 6,000 sf min | 1,921 – 3,191sf | Waiver |
| Lot Width | 65 ft. min | 28 – 48 ft | Waiver |
| Lot Depth to Width Ratio | 2.5:1 | 2.4-1 | Complies |
| Residential Unit Type | Single-family detached | Single-family attached | Waiver |
| Setbacks:<br>Front<br>Garage<br>Side<br>Corner Side<br>Rear | <br>20 ft. min<br>20 ft. min<br>7.5 ft. min<br>10 ft. min<br>15 ft. min | <br>5 ft.<br>6 ft.<br>0ft. / 5 ft.<br>5 ft.<br>12 ft. | Waiver |
| Building Height | 36 ft. max. | 28 feet | Complies |
| Lot Coverage | 45% max | 58% | Waiver |
| Parking | 2-car garage per SF home | 2-car garage per SF home | Complies |
| Garage Dimensions | 20' wide by 19' deep min. | 20' wide by 20' deep min. | Complies |
| Landscaping | Min. 50% of yard adjoining street shall be planting; remainder may be used for driveways or walks | 32% | Waiver |
| Fences and Walls | Max. height 6 ft. | Max. height 13 ft (7 ft. max height retaining wall; 6 ft. max height vinyl fence located on top of wall) | Waiver |
| Urban Forestry | Min. 12% Tree Canopy<br>Min. 22% Permeable Surface Area | 12.5% provided<br>36% provided | Complies |

**Standards for the RS district are applied to the project pursuant to Section 1630 of the Zoning Ordinance. While single-family residential is not a specific land use classification identified as permitted in the PS district; pursuant to GOV § 65589.5(j)(4) "a proposed housing development project is not inconsistent with the applicable zoning standards and criteria, and shall not require a rezoning, if the housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan."*

## ANALYSIS

The proposed project has been reviewed for compliance with the General Plan, Zoning Ordinance, Subdivision Ordinance, and the California Environmental Quality Act (CEQA).

### 1. General Plan Conformance

Staff has evaluated the project for consistency with the following goals, objectives, and policies of the City's General Plan as follows:

A. Land Use Element

Community Enhancement

Goal: The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character, and image of Oceanside as a safe, attractive, desirable, and well-balanced community.

1.16 Housing

Objective: To ensure that decent, safe and sanitary housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments of Oceanside.

Policy A: The City shall strive to maintain a reasonable balance between rental and ownership housing opportunities, between senior and family housing, and encourage a variety of individual choices of tenure, type and location of housing throughout Oceanside.

Policy B: The City shall strive to produce housing opportunities for decent and affordable housing in a pleasant environment for all of Oceanside's citizens.

Policy C: The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.

Policy D: The City shall encourage development of a variety of housing opportunities, with special emphasis on providing:

1. A broad range of housing types, with varied levels of amenities and number of bedrooms.

Policy E: The City shall protect, encourage, and where feasible, provide housing opportunities for persons of low and moderate income.

*The proposed project would provide decent, safe, and sanitary housing for a diverse economic segment within the Oceanside community and would help maintain a reasonable balance between rental and ownership housing in the City with development of for-sale single-family homes. The proposed project provides sixteen (16) for-sale market rate housing units and three (3) for-sale income restricted affordable housing units, two for the Very Low Income category and one for the Moderate Income category, in an established residential neighborhood.*

1.17 Public Facilities Management

Objective: To provide a consistent and high level quality of public services and facilities to the residents of the City.

Policy D: Compact and in-fill development should be encouraged to concentrate expenditures for public services.

*Loma Alta is a long-established neighborhood with adequate infrastructure, utilities, services, and public facilities necessary to support the project and the needs of its future inhabitants. Infill development at this location would promote the prudent and efficient use of public services, contributing to lower per capita expenditures.*

B. Housing Element:

The Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle (2021-2029) estimates that the City of Oceanside will experience demand for 5,443 new dwelling units over the eight-year period. By contributing two (1) very low-income units, one (1) moderate-income unit, and sixteen (16) market rate units to the City's existing housing stock, the project would help meet the City's projected housing demand identified in the RHNA. Additionally, the Housing Element establishes the following relevant goals, and policies applicable to the project.

Goal 2: Encourage the development of a variety of housing opportunities, with special emphasis on providing:

- A broad range of housing types, with varied levels of amenities and number of bedrooms.

Policy 2.2: Encourage both the private and public sectors to produce or assist in the production of housing with particular emphasis on housing affordable and accessible to lower income households, persons with disabilities, elderly, large families, female-headed households, farm workers, and homeless persons.

Goal 3: Protect, encourage, and provide housing opportunities for persons of low and moderate income.

Policy 3.5: Encourage the development of housing for low- and moderate-income households in areas with adequate access to employment opportunities, community facilities, and public services.

Policy 3.7: Encourage the disbursement of lower and moderate-income housing opportunities throughout all areas of the City.

Policy 3.8: Encourage inclusionary housing to be built on or off-site for new housing projects rather than pay in-lieu fee.

*The project is consistent with the identified goals and policies of the adopted Housing Element in that the project is providing three (3) housing units that would be affordable to very low-income and moderate-income households. The project would provide housing opportunities in an area of the City that otherwise may be unattainable for lower income*

*and moderate-income households. Additionally, the project is constructing the affordable housing on-site as part of the subdivision rather than paying in-lieu fees.*

## 2. Zoning Ordinance

Pursuant to GOV § 65589.5(j)(4), RS development standards are applied to the project instead of the PS district and the RS district is the zoning district most closely affiliated with the SFD-R land use designation. The Zoning Ordinance identifies single-family homes as a land use permitted by right within the RS zoning district. With respect to development standards, the proposed project complies with the development standards of the RS zoning district and where it does not, the applicant is seeking waivers of the development standards consistent with SDBL as previously highlighted in Table 1 of this report.

Pursuant to Article 43 of the Zoning Ordinance, the project requires a Development Plan because it consists of more than three housing units. Article 43 of the City's Zoning Ordinance establishes specific findings which must be made in order for the City to approve a Development Plan. The required findings, pursuant to Article 43, Section 4305, are provided in the Planning Commission Resolution (Attachment 1).

## 3. Subdivision Ordinance Conformance

The project is subject to the Subdivision Map Act and the Oceanside Subdivision Ordinance, *Article IV (Tentative Subdivision Maps).* Section 406 of the Subdivision Ordinance establishes specific findings which must be made in order for the City to approve a tract map. The required tract map findings are provided in the Planning Commission Resolution (Attachment 1)

## 4. California Environmental Quality Act (CEQA) Conformance

Planning Division staff has completed a review of the proposed project in accordance with the City of Oceanside's Environmental Review Guidelines and CEQA of 1970. Based upon this review, staff finds the proposed project is categorically exempt pursuant to Article 19 Categorical Exemptions, Section 15332 "In-Fill Development." The proposed project meets all of the following criteria:

a. The proposed project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
b. The proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses.
c. The project site has no value as habitat for endangered, rare, or threatened species.
d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
e. The site can be adequately served by all required utilities and public services.

Technical studies in support of the application of an “In-Fill Development” categorical exemption are included in Attachment 6 for the Planning Commission’s reference.

## PUBLIC NOTIFICATION

In accordance with City Council Policy 300-14 “Enhanced Notification Program”, a Notice of Application” sign was posted at the project entrance and has been maintained on site. The City also mailed a “Notice of Application” letter to all the property owners of record within a 1,500-foot radius of the subject property, tenants within a 100-foot radius of the subject property, and other interested parties.

Additionally, the applicant held a community outreach meeting at the First Baptist Church to solicit input from the public. Approximately 25 people attended the meeting. The attendees’ comments and concerns are detailed in the applicant’s Community Outreach Report included as Attachment 7.

Legal notice was published in the newspaper and notices of the Planning Commission Public Hearing were sent to property owners of record within a 1,500-foot radius of the subject property, tenants within a 100-foot radius of the subject property, individuals and/or organizations requesting notification, the applicant, and other interested parties.

It should be noted that the applicant has complied with all the requirements of the City’s Enhanced Notification Program Policy.

## SUMMARY

Staff finds that the proposed project is consistent with the applicable objectives and policies of the City's General Plan as well as the applicable standards of the City's Zoning Ordinance and Subdivision Ordinance.

Therefore, staff recommends that the Planning Commission by motion:

1) Confirm issuance of a Categorical Exemption per California Environmental Quality Act (CEQA) Guidelines Article 19, Section 15332 (In-Fill Development Projects);

2) Approve Tentative Map (T24-00005), Development Plan (D24-00016), and Density Bonus (DB24-00007) by adopting Planning Commission Resolution No. 2025-P16 with findings and conditions of approval attached herein.

PREPARED BY:

Dane Thompson
Associate Planner

SUBMITTED BY:

Sergio Madera
City Planner

Attachments:

1. Planning Commission Resolution No. 2025-P16
2. Project Tentative Map and Preliminary Grading Plan
3. Project Architectural Plans
4. Project Conceptual Landscape Plan
5. Grace Street On-Street Parking Survey
6. CEQA Exemption Memorandum
    a. Air Quality Assessment
    b. Archaeology Survey Report
    c. Biological Resource Memorandum
    d. Greenhouse Gas Screening Assessment
    e. Noise Study
7. Community Outreach Report
8. Other Attachments (Applications, Description and Justification, Legal Description, Notice of Exemption)

# 5.01 ATTACHMENT 1

PLANNING COMMISSION
RESOLUTION NO. 2025-P16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA APPROVING A TENTATIVE MAP, DEVELOPMENT PLAN, AND DENSITY BONUS ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

| | |
|---|---|
| APPLICATION NO: | T24-00005, D24-00016, DB24-00007 |
| APPLICANT: | HALLMARK DEVELOPMENT CORP. |
| LOCATION: | Northern 174 feet of 240 Grace Street (APN: 148-320-42) |

THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES RESOLVE AS FOLLOWS:

WHEREAS, there was filed with the City's Development Services Department a verified petition on the forms prescribed by the City requesting approval of a Tentative Map, Development Plan, and Density Bonus under the provisions of Articles 10 (Residential Districts), 30 (Site Regulations), 31 (Off-Street Parking), 40 (Environmental Review), and 43 (Development Plan Review) of the Zoning Ordinance and Article 4 (Tentative Subdivision Maps) of the Subdivision Ordinance of the City of Oceanside to permit the following:

a subdivision comprised of nineteen (19) residential lots, four (4) lettered lots, and one (1) lot remainder lot and construction of nineteen single-family homes with associated site improvements;

on certain real property described in the project description.

WHEREAS, the Planning Commission, after giving the required notice, did on the 14th day of July, 2025 conduct a duly advertised public hearing as prescribed by law to consider said application.

WHEREAS, pursuant to the California Environmental Quality Act of 1970, and State Guidelines thereto (Section 15332); this project qualifies for a Class 32 categorical exemption (In-Fill Development Projects), as it involves in-fill development consistent with general plan and zoning designations;

WHEREAS, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and city ordinance;

WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS HEREBY GIVEN that the project is subject to certain fees, dedications, reservations and other exactions as provided below:

| Description | Authority for Imposition |
|---|---|
| Public Facility (Residential) | Ord. No. 91-09<br>Reso. No. 15-R0638-1 |
| Parks (Residential only) | Ord. No. 91-09<br>Reso. No. 15-R0638-1 |
| Schools (Residential) | OUSD Reso. # 30(19-20)<br>VUSD Reso # 21-04<br>CUSD Reso. # 33-1516 Ord # 91-34<br>Education Code section 17620 |
| Traffic Signal & Thoroughfare (Single-Family Residential) | Reso. No. 16-R0324-1 |
| Drainage and Flood Control Fee | Reso. #16-R-0324-1<br>Ord #85-23 |
| Wastewater System Capacity Buy-In Fee (Single-Family Res) | Reso. #87-97<br>Ord# 15-OR0479-1<br>City Code 32.7.29 |
| Water System Capacity Buy-in Fee (Residential and Non-Residential) | Reso. No. 87-96<br>Ord. No. 15-OR0480-1<br>City Code 37.7.37 |
| San Diego County Water Authority (Residential and Non-Residential) | SDCWA Ord. 2017 |

| Description | Authority for Imposition |
|---|---|
| Inclusionary Housing In-Lieu fees (Residential) | Chapter 14C of the MC<br>Reso. No. 03-R175-1<br>Reso. No. 11-R0483-1 |

WHEREAS, the fees listed above have been identified by the City as being applicable to the project as proposed. Failure by the City to list an applicable fee above does not alleviate the developer from paying all applicable fees at the time when such fees become due;

WHEREAS, the fee amount to be paid for each category referenced above shall be the amount listed on the schedule of fees published by the Development Services Department at the time when such fees become due and payable;

WHEREAS, unless otherwise provided by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 32B of the Oceanside City Code and the City expressly reserves the right to amend the fees and fee calculations consistent with applicable law;

WHEREAS, the City expressly reserves the right to establish, modify, or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law;

WHEREAS, studies and investigations made by this Commission and in its behalf reveal the following facts:

FINDINGS:

For Tentative Map (T24-00005):

1. The proposed Tentative Map is consistent with the General Plan and provisions of the Subdivision Ordinance of the City. The underlying General Plan Land Use designation of SFD-R allows single-family residential development as proposed with the project. In addition, the project is consistent with Policies 1.16(a-e) and 1.17(d) of the Land Use Element and Policies 2.2, 3.5, 3.7, and 3.8 of the Housing Element as it relates to the provision of affordable and infill housing.

/////

2. The site is physically suitable for the type and proposed density of development because the 1.68-acre project site is not significantly constrained by geology, hydrologic hazards, sensitive or protected habitat, easements or other limiting features based on the proposed project design.
3. The site is physically suitable for the proposed density of the project, 11.34 dwelling units per acre, which is higher than residential densities in the immediate vicinity of the project site, but is allowed pursuant to State Density Bonus Law. Loma Alta is an established neighborhood with existing utilities and infrastructure, that can serve the project at the proposed density with the required improvements.
4. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat as the project site is located in an urbanized and developed area of the City.
5. The design of the subdivision or the type of improvements meet City standards and will not conflict with easements, acquired by the public at large, for access through or the use of property within the proposed subdivision as the project maintains the existing geometry of Grace Street and would create a new private roadway connecting Grace Street with the proposed homes. All roadway improvements for public and private streets are subject to City review and approval thus, City standards will be met.
6. The subdivision complies with all other applicable ordinances, regulations and guidelines of the City of Oceanside because the proposed Tentative Map conforms to the applicable requirements of Article IV of the City's Subdivision Ordinance (Tentative Subdivision Maps).

<u>For the Development Plan (D24-00016)</u>:

1. The site plan and physical design of the project as proposed is consistent with the purposes of the Zoning Ordinance because the siting of residential lots is consistent with the provisions of Sections 1050 and 3032 of the Zoning Ordinance.

2. The Development Plan as proposed conforms to the General Plan of the City, in that the underlying General Plan Land Use designation of SFD-R allows single-family residential development as proposed with the project. In addition, the project is consistent with Policies 1.16(a-e) and 1.17(d) of the Land Use Element and Policies 2.2, 3.5, 3.7, and 3.8 of the Housing Element as it relates to the provision of affordable and infill housing.
3. The area covered by the Development Plan can be adequately, reasonably, and conveniently served by existing and planned public services, utilities, and public facilities because the project site is situated within an urbanized area now served by existing public services, utilities, and public facilities.
4. The proposed project, which consists of mostly attached single-family homes, is compatible to the existing housing on adjoining properties and surrounding neighborhood. Although the proposed density of the project (11.34 dwelling units per acre) is higher than surrounding development, this density is permitted per provisions in State Density Bonus Law.
5. The site plan and physical design of the project is consistent with the policies contained within Section 1.24 and 1.25 of the Land Use Element of the General Plan and Section 3039 of the Zoning Ordinance.

<u>For the Density Bonus (DB24-00007)</u>:

1. Two of the affordable units will be reserved for households within the Very Low-Income category and will be subject to a restrictive covenant guaranteeing affordability for the Very Low-Income households for a period of 55 years.
2. One of the affordable units will be reserved for households within the Moderate-Income category and will be subject to a restrictive covenant guaranteeing affordability for the Moderate-Income households for a period of 55 years.
3. The affordable units have been designed to be proportional to the project's market rate units in terms of floor plan, square footage, and exterior design. The affordable units are 3 or 4 bedrooms with a garage and at least 80% of the floor area of the average of the market rate units with the same bedroom count. The affordable units

are dispersed throughout the project site and will have a similar external appearance to the market rate units.

4. The maximum allowable rent for the project's affordable units comply with the law for the Very Low-Income and Moderate-Income category.

5. The project's affordable units will be available at affordable housing costs, as defined in Health and Safety Code Section 50052.5.

6. An Affordable Housing Regulatory Agreement that will be prepared for the project will outline the reporting requirements consistent with Section 3032(M)(7) of the Zoning Ordinance.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby approve Tentative Map (T24-00005), Development Plan (D24-00016), and Density Bonus (DB24-00007), subject to the following conditions:

**Building**:

1. When plans are submitted for the proposed project they will need to show compliance with the applicable code that is in effect at the time of permit application. Please note on the first plan sheet that the applicable Code for this project is the 2022 edition of the California Code of Regulations (CCR); Title 24 (California Building Standards Code), and the amendments to the City of Oceanside Administrative Code for Building Regulations Chapter 6 Building Construction Regulations Municipal Code; see the attached copy of the City of Oceanside 2022 Building Codes and Regulations handout. There are 12 parts to CCR Title 24 and the typical applicable parts for most residential projects are listed below.

   Part 2: The 2022 California Building Code (CBC)

   Part 2.5: The 2022 California Residential Code (CRC)

   Part 3: The 2022 California Electrical Code (CEC)

   Part 4: The 2022 California Mechanical Code (CMC)

   Part 5: The 2022 California Plumbing Code (CPC)

   Part 6: The 2022 California Energy Code

Part 9: The 2022 California Fire Code (CFC)

Part 11: The 2022 California Green Building Standards Code (CALGreen)

2. The 2022 triennial edition of the California Code of Regulations, Title 24 (California Building Standards Code) applies to all occupancies that applied for a building permit on or after January 1, 2023, and remains in effect until the effective date of the 2025 triennial edition which will be January 1, 2026. More information about the CALIFORNIA BUILDING STANDARDS CODE can be obtained at the Building Standards Commission website: https://www.dgs.ca.gov/BSC/Codes

3. The City of Oceanside Building Division staff doesn't perform plan reviews or inspections of Civil Drawings, Precise Grading, or Landscape plans since they are reviewed by the City of Oceanside Engineering Division and are reviewed by other regulations and standards than those used by the Building Division staff. The Building Division does require site plans that have specific required details for plan review and inspections associated with foundations, setbacks, and accessibility compliance that must be made part of the Building Division plans in order to be able to conduct and approve those inspections from a Building Division approved set of plans. It may be acceptable to include site plans from the Civil Drawings in the Building Division plan set if they are marked as "For Reference Only" for items that are only reviewed and inspected by the City of Oceanside Engineering Division staff. See the attached copy of the City of Oceanside Building Division Procedure PC-22 Landscape Plans for additional information.

4. Sections 17922, 17958 and 18941.5 of the California Health and Safety Code require that the latest edition of the California Building Standards code and Uniform Housing Code apply to local construction 180 days after publication

5. All architects, engineers, designers, developers, owners and contractors MUST be familiar with the codes in effect at the time of plan submittal. ODS, as required by State law, CANNOT approve projects that do not comply with the codes in effect at the time of plan submittal.

6. There is a new CRC section R327 Aging-in-place, that the proposed project will be required to provide plan details for. At least one bathroom and one bedroom on the entry level must provide doorway with a net clear opening of not less than 32-inches measured with the door positioned at a 90-degree angle; in a 2 or 3 story SFD, on the second or third floor if a bathroom or bedroom is not located on the entry level.
7. There are some updated California Energy Code sections that should be taking in to consideration depending on whether or not systems using gas or propane are going to be proposed; see sections 150.0 (n) Water heating system., 150.0 (t) Heat pump space heater ready., 150.0 (u) Electric cooktop ready., & 150.0 (v) Electric clothes dryer ready.
8. Compliance with the Federal Clean Water Act (BMP's) shall be demonstrated on the plans.
9. Separate/unique addresses may be required to facilitate utility releases. Verification that the addresses have been properly assigned by the City's Planning Division shall be listed on Building Permit Application(s) prior to permit issuance.
10. The project must provide construction waste management per 2022 CALGreen section 5.408 Construction Waste Reduction, Disposal and Recycling. Before the plans can be approved a completed copy of the City of Oceanside "Waste Management Plan" (WMP) form must be submitted; a copy of the form can be downloaded from the Building Division Applications and Forms | Oceanside, CA website page https://www.ci.oceanside.ca.us/government/development-services/building/applications-and-forms

**<u>Engineering</u>:**

11. Prior to the demolition of any existing structure or surface improvements on site, a grading plan application shall be submitted to the Engineering Division and erosion control plans shall be approved by the City Engineer. No demolition shall be permitted without an approved erosion control plan.

12. Design and construction of all improvements shall be in accordance with the City of Oceanside's Engineers Design and Processing Manual, City Ordinances, standard engineering and specifications of the City of Oceanside, and subject to approval by the City Engineer.

13. All right-of-way alignments, street dedications, exact geometrics and widths shall be designed, dedicated, and constructed or replaced in accordance with the City of Oceanside Engineers Design and Processing Manual, and as required by the City Engineer.

14. Owner/developer shall provide an updated Title Report dated within 6 months of the grading plan application submittal.

15. The approval of the tentative map shall not mean that closure, vacation, or abandonment of any public street, right of way, easement, or facility is granted or guaranteed to the owner/developer. The owner/developer is responsible for applying for all closures, vacations, and abandonments as necessary. The application(s) shall be reviewed and approved or rejected by the City of Oceanside under separate process-(es) per codes, ordinances, and policies in effect at the time of the application. The City of Oceanside retains its full legislative discretion to consider any application to vacate a public street or right of way.

16. Owner/developer shall submit to the City for processing a covenant attesting to the project's development conditions. The approved covenant shall be recorded at the County prior to the issuance of a grading permit.

17. All public improvement requirements shall be covered by a Subdivision Improvement Agreement and secured with sufficient improvement securities or bonds guaranteeing performance and payment for labor and materials, setting of survey monuments, and warranties against defective materials and workmanship before the approval of the public improvement plans.

18. Prior to the issuance of any building permits, all improvements including landscaping, landscaped medians, frontage improvements shall be under construction to the satisfaction of the City Engineer.

19. Prior to the issuance of a Certificate of Occupancy permit, all improvements, including landscaping, landscaped medians, frontage improvements shall be completed to the satisfaction of the City Engineer.

20. Prior to approval of the map, provide the City of Oceanside with certification from each public utility and each public entity owning easements within the proposed project stating that: (a) they have received from the owner/developer a copy of the proposed map; (b) they object or do not object to the filing of the map without their signature; (c) in case of a street dedication affected by their existing easement, they will sign a "subordination certificate" or "joint-use certificate" on the map when required by the governing body.

The project's final map shall be recorded as one, and development may occur in phases. A construction-phasing plan for the construction of onsite and offsite public and private improvements shall be reviewed and approved by the Engineering Division, Water Utilities Department, and Fire Department prior to the issuance of a grading permit. All improvements shall be under construction to the satisfaction of the City Engineer prior to the issuance of any building permits. All improvements shall be completed prior to issuance of any Certificate of Occupancy permit.

21. Owner/developer shall process a separate easement dedication application for all existing or proposed public facilities and infrastructure located on the property. The application shall be submitted prior to the issuance of a grading permit, and shall be recorded prior to grading plan As-Builts. Additionally, the easement shall be identified on the map as "To Be Dedicated by Separate Instrument".

22. Prior to as-builts, the applicant shall record a private easement over the portion of the lot being developed to allow for the existing driveway wing encroachment serving the adjacent property. The easement shall be executed by all affected property owners, recorded with the San Diego County Recorder's Office, and a copy of the recorded document shall be submitted to Engineering for the project file prior to final map recordation.

23. Vehicular access rights to Grace Street shall be relinquished to the City from all abutting lots except at the proposed driveway. The relinquishment shall be shown on the map. The relinquishment shall be approved and recorded prior to the grading plan As-Builts.

24. All property corners, survey monuments that control public rights-of-way, and City benchmarks shall be protected in place or perpetuated in conformance with Greenbook Standard 400-2 and Business and Professions Code 8771.

25. A traffic control plan shall be prepared in accordance with the City's traffic control guidelines and approved by the City Engineer prior to the start of work within the public Right-of-Way. Traffic control safety and implementation for construction or re-construction of streets shall be in accordance with construction signing, marking, and other protection as required by Caltrans' Traffic Manual and City Traffic Control Guidelines. Traffic control plan implementation and hours shall be in accordance with the approved traffic control plans.

26. Proposed public improvements located within the City's ROW or onsite shall be displayed on separate public improvement plans in accordance with the City's Engineer's Design and Processing Manual.

27. Any existing public or private improvements that are being joined to and that are already damaged or damaged during construction of the project, shall be repaired or replaced as necessary by the developer to provide a competent and stable connection, and to the City's satisfaction.

28. The existing sidewalk along Grace Street frontage shall be evaluated for compliance with current ADA (Americans with Disabilities Act) standards. Any portions found to be non-compliant shall be removed and replaced to meet current ADA requirements.

29. Minimum curb return radius at pedestrian ramps and driveway locations shall comply with the City of Oceanside Engineers Design and Processing Manual.

30. Sight distance requirements at the project driveway(s) or street shall conform to the sight distance criteria as provided by Caltrans. The owner/developer shall provide

a plan and profile of the line of sight for each direction of traffic at each proposed driveway on the grading plans.

31. A precise grading plan, which includes proposed onsite private improvements, shall be prepared, reviewed, secured and approved prior to the issuance of any building permit. The plan shall reflect all pavement, flatwork, landscaped areas, special surfaces, curbs, gutters, medians, striping, and signage, footprints of all structures, walls, drainage devices and utility services. Parking lot striping and any on site traffic calming devices shall be shown on the precise grading plans.

32. The approval of the development plan shall not mean that proposed grading or improvements on adjacent properties (including any City properties/right-of-way or easements) is granted or guaranteed to the owner/developer. The owner/developer is responsible for obtaining written permission to grade or construct on adjacent properties prior to the issuance of a grading permit. Should such permission be denied, the development plan shall be subject to going back to public hearing or subject to a substantial conformity review.

33. Where proposed off-site improvements, including but not limited to slopes, public utility facilities, and drainage facilities, are to be constructed, owner/developer shall, at his own expense, obtain all necessary easements or other interests in real property and shall dedicate the same to the City of Oceanside as required. Owner/developer shall provide documentary proof satisfactory to the City of Oceanside that such easements or other interest in real property have been obtained prior to the issuance of any grading, building or improvement permit for this development/project. Additionally, the City of Oceanside, may at its sole discretion, require that the owner/developer obtain at his sole expense a title policy insuring the necessary title for the easement or other interest in real property to have vested with the City of Oceanside or the owner/ developer, as applicable.

34. Use of adjacent properties for construction without permission is prohibited. Developer is required to obtain written permission from adjacent property owners allowing access onto their site. There shall be no trespassing, grading, or

construction of any kind on adjacent properties without permission. "Failure to comply will result in the revocation of the grading permit." This written permission shall be provided to the City prior to the issuance of a grading permit.

35. A pavement evaluation report shall be submitted for the proposed onsite pavement with the grading plan application. Pavement sections for all public and private roadways, driveways and parking areas shall be based upon approved soil test requirements and traffic indices identified within the City of Oceanside Engineers Design and Processing Manual. The pavement design is to be prepared by the owner/developer's geotechnical engineering firm and be approved by the City Engineer prior to the issuance of a grading permit. Roadway alignments and geometric layouts shall be in conformance with the City of Oceanside Engineers Design and Processing Manual.

36. Prior to the issuance of a grading permit, a comprehensive soil and geologic investigation shall be conducted for the project site. All necessary measures shall be taken and implemented to assure slope stability, erosion control, and soil integrity; and these measures shall be incorporated as part of the grading plan design. No grading shall occur at the site without a grading permit.

37. It is the responsibility of the owner/developer to evaluate and determine that all soil imported as part of this development is free of hazardous and/or contaminated material as defined by the City and the County of San Diego Department of Environmental Health. Exported or imported soils shall be properly screened, tested, and documented regarding hazardous contamination.

38. Owner/developer shall develop and submit a draft neighborhood-notification flier to the City for review. The flier shall contain information on the project, construction schedule, notification of anticipated construction noise and traffic, and contact information. Prior to the issuance of a grading permit, the approved flier shall be distributed to area residents, property owners, and business owners located within a 300-foot radius area of the project.

39. The project shall provide and maintain year-round erosion control for the site. Prior to the issuance of a grading permit, an approved erosion control plan, designed for all proposed stages of construction, shall be secured by the owner/developer with cash securities or a Letter-of-Credit and approved by the City Engineer; a Certificate of Deposit will not be accepted for this security.

40. Owner/developer shall monitor, supervise and control all construction and construction-supportive activities, so as to prevent these activities from causing a public nuisance, including but not limited to, ensuring strict adherence to the following:

a) Dirt, debris and other construction material shall not be deposited on any public street or into the City's storm water conveyance system.

b) All grading and related site preparation and construction activities shall be limited to the hours of 7 AM to 6 PM, Monday through Friday. No engineering-related construction activities shall be conducted on Saturdays, Sundays or legal holidays unless written permission is granted by the City Engineer with specific limitations to the working hours and types of permitted operations. All on-site construction staging areas shall be located as far as possible (minimum 100 feet) from any existing residential development. As construction noise may still be intrusive in the evening or on holidays, the City of Oceanside Noise Ordinance also prohibits "any disturbing excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity."

c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site. An alternate parking site can be considered by the City Engineer in the event that the lot size is too small and cannot accommodate parking of all motor vehicles.

d) Owner/developer shall complete a haul route permit application (if required for import/export of dirt) and submit to the City of Oceanside Transportation Engineering Section forty-eight hours (48) in advance of beginning of work. Hours of hauling operations shall be dictated by the approved haul route permit.

41. Landscape and irrigation plans for disturbed areas shall be submitted to the City Engineer prior to the issuance of a grading permit and approved by the City Engineer prior to the issuance of building permits. Landscaping plans, including plans for the construction of walls, fences or other structures at or near intersections, must conform to intersection sight distance requirements. Frontage and median landscaping shall be installed and established prior to the issuance of any certificates of occupancy. Securities shall be required only for landscape items in the public right-of-way. Any project fences, sound or privacy walls and monument entry walls/signs shall be shown on, bonded for and built from the approved landscape plans. These features shall also be shown on the precise grading plans for purposes of location only. Plantable, segmental walls shall be designed, reviewed and constructed from grading plans and landscape/irrigation design/construction shall be from landscape plans. All plans must be approved by the City Engineer and a pre-construction meeting held prior to the start of any improvements.

42. The drainage design shown on the conceptual grading/site plan, and the drainage report for this development plan is conceptual only. The final drainage report and design shall be based upon a hydrologic/hydraulic study that is in accordance with the latest San Diego County Hydrology and Drainage Manual, and is to be approved by the City Engineer prior to the issuance of a grading permit. All drainage picked up in an underground system shall remain underground until it is discharged into an approved channel, or as otherwise approved by the City Engineer.

43. The project's drainage system shall not connect or discharge to another private stormdrain system without first obtaining written permission from the owner of the system. The written permission letter shall be provided to the City prior to the issuance of a grading permit. The owner/developer shall be responsible for obtaining any off-site easements for storm drainage facilities.

44. All public storm drains shall be shown on separate public improvement plans. Public storm drain easements shall be dedicated to the City where required.

45. Drainage facilities shall be designed and installed to adequately accommodate the local storm water runoff, and shall be in accordance with the San Diego County Hydrology Manual and the City of Oceanside Engineers Design and Processing Manual, and to the satisfaction of the City Engineer.

46. Storm drain facilities shall be designed and constructed to allow inside travel lanes of streets classified as a Collector or above, to be passable during a 100-year storm event.

47. Sediment, silt, grease, trash, debris, and pollutants shall be collected on site and disposed of in accordance with all state and federal requirements, prior to discharging of stormwater into the City drainage system.

48. Owner/developer shall comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit) Water Quality Order 2022-0057-DWQ. The General Permit continues in force and effect until the effective date of a new General Permit adopted the State Water Board or the State Water Board rescinds this General Permit. Dischargers that obtain coverage under the expiring General Permit prior to the effective date of this permit, may continue coverage under the previous permit up to two years after the effective date of this General Permit (September 1, 2023). Construction activity subject to the General Permit includes, but not limited to, clearing, demolition, grading, excavation and other land disturbance activities that results in one or more acre of land surface, or that are part of common plan of development or sale.

The discharger shall obtain a Waste Discharge Identification (WDID) number prior to the commencement of construction activity by electronically certifying and submitting the Permit Registration Documents from Section III of the General Permit through the State Water Board Stormwater Multiple Application and Report

Tracking System (SMARTS). In addition, coverage under the General Permit shall not occur until an adequate SWPPP is developed for the project as outlined in Section A of the General Permit. The site specific SWPPP shall be maintained on the project site at all times. The SWPPP shall be provided, upon request, to the United States Environmental Protection Agency (USEPA), State Water Resources Control Board (SWRCB), Regional Water Quality Control Board (RWQCB), City of Oceanside, and other applicable governing regulatory agencies. The SWPPP is considered a report that shall be available to the public by the RWQCB under section 308(b) of the Clean Water Act. The provisions of the General Permit and the site specific SWPPP shall be continuously implemented and enforced until the owner/developer obtains a Notice of Termination (NOT) for the SWRCB.

Owner/developer is required to retain records of all monitoring information, copies of all reports required by this General Permit, and records of all data used to complete the NOT for all construction activities to be covered by the General Permit for a period of at least three years from the date generated. This period may be extended by request of the SWRCB and/or RWQCB.

49. The project is categorized as a stormwater-Priority Development Project (PDP). A final Storm Water Quality Management Plan (SWQMP) and Operation & Maintenance (O&M) Plan shall be submitted to the City for review at the final engineering phase. Both documents are to be approved prior to the issuance of a grading permit.

50. The O&M Plan shall include an approved and executed Maintenance Mechanism pursuant to the City of Oceanside BMP Design Manual (BDM). At a minimum, the O&M Plan shall include the designated responsible party to manage the storm water BMP(s), employee training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, copies of resource agency permits, cost estimate for implementation of the O&M Plan, a non-refundable cash security to provide maintenance funding in the event of noncompliance to the O&M Plan, and any other necessary elements. The

owner/developer shall complete and maintain O&M forms to document all operation, inspection, and maintenance activities. The owner/developer shall retain records for a minimum of 10 years. The records shall be made available to the City upon request.

51. The owner/developer shall enter into a City-Standard Stormwater Facilities Maintenance Agreement (SWFMA) with the City, obliging the owner/developer to maintain, repair and replace the Storm Water Best Management Practices (BMPs) structures identified in the project's approved SWQMP, as detailed in the O&M Plan, in perpetuity. Furthermore, the SWFMA will allow the City with access to the site for the purpose of BMP inspection and maintenance, if necessary. The Agreement shall be approved by the City Attorney's Office and recorded at the County Recorder's Office prior to the issuance of a precise grading permit. A non-refundable Security in the form of cash shall be required prior to issuance of a precise grading permit. The amount of the non-refundable security shall be equal to 10 years of maintenance costs, as identified by the O&M Plan, but not to exceed a total of $25,000. The owner/developer's civil engineer shall prepare the O&M cost estimate.

52. The BMPs described in the project's approved SWQMP shall not be altered in any way, unless reviewed and approved by the City Engineer. The determination of whatever action is required for changes to a project's approved SWQMP shall be made by the City Engineer.

53. Prior to receiving a temporary or permanent occupancy permit, the project shall demonstrate that all structural BMPs, including Storm Water Pollutant Control BMPs and Hydromodification Management BMPs, are constructed and fully operational, are consistent with the approved SWQMP and the approved Precise Grading Plan, and are in accordance with San Diego RWQCB Order No. R9-2013-0001 §E.3.e. (1)(d).

54. Open space areas, down-sloped areas visible from a collector-level or above roadway classification, and improvements within the common areas that are not

maintained by the property owner, shall be maintained by a homeowners' association that will ensure operation and maintenance of these items in perpetuity. These areas shall be indicated on the map and reserved for an association. Future buyers shall be made aware of any estimated monthly maintenance costs. The CC&R's shall be submitted and approved by the City prior to the recordation of the map.

55. All existing overhead utility lines located within the project development property and/or within any full width street or Right-of-Way abutting a new development, and all new extension services for the development of the project, including but not limited to, electrical, cable and telephone, shall be placed underground per Section 901.G. of the Subdivision Ordinance (R91-166), and as required by the City Engineer and current City policies.

56. If the project is granted a waiver of undergrounding requirements by the Planning Commission or City Council, the project is still required to remove existing street lights occupying waived facilities, and new street lights shall be constructed on individual poles, per Section 901.G of the Subdivision Ordinance and City standards.

57. All new extension services for the development of the project, including but not limited to, electrical, cable and telephone, shall be placed underground as required by the City Engineer and current City policies.

58. Prior to the approval of plans and the issuance of a grading permit, owner/developer shall obtain all necessary permits and clearances from public agencies having jurisdiction over the project due to its type, size, location, or infrastructure impact. The list of public agencies includes, but is not limited to, Public Utility Companies, the California Department of Transportation (Caltrans), the City of Carlsbad, the City of Vista, Fallbrook, the County of San Diego, the U. S. Army Corps of Engineers, the California Department of Fish & Game, the U. S. Fish and Wildlife Service, the San Diego Regional Water Quality Control Board, and the San Diego County Health Department.

59. Owner/developer shall comply with all the provisions of the City's cable television ordinances, including those relating to notification as required by the City Engineer.

60. Approval of this development project is conditioned upon payment of all applicable impact fees and connection fees in the manner provided in chapter 32B of the Oceanside City Code. All traffic signal fees and contributions, highway thoroughfare fees, park fees, reimbursements, and other applicable charges, fees and deposits shall be paid prior to recordation of the map or the issuance of any building permits, in accordance with City Ordinances and policies. Payment of drainage impact fees are required prior to docketing the map for City Council hearing and the recording of the final map. The owner/developer shall also be required to join into, contribute, or participate in any improvement, lighting, or other special district affecting or affected by this project.

61. Upon acceptance of any fee waiver or reduction by the owner/developer, the entire project will be subject to prevailing wage requirements as specified by Labor Code section 1720(b) (4). The owner/developer shall agree to execute a form acknowledging the prevailing wage requirements prior to the granting of any fee reductions or waivers.

62. In the event that there are discrepancies in information between the conceptual plan and the conditions set forth in the project's entitlement resolution (Conditions of Approval), the project's entitlement resolution shall prevail.

**Fire:**

63. For the purposes of determining the applicability of the Citywide Public Safety Community Facilities District (CFD) to residential occupancies, any new development or change in occupancy classified as an R occupancy in the most recently adopted California Building and/or California Fire codes with 16 or more dwelling or sleeping units (not intended for use as a hotel or motel where Transient Occupancy Taxes [TOT] will be collected) will be required to annex into the CFD as a condition of development. Additionally, for properties converted from a

facility where TOT has been previously collected, the property will be required to annex into the CFD as a condition of development.

These projects include residential projects over 16 units in size that meet the following criteria:

i. Projects which are subject to a General Plan Amendment necessary to accommodate residential uses

ii. Mixed-Use projects proposed on commercially-zoned land, including mixed-use projects in the Downtown District

iii. Residential projects exceeding base density allowances

iv. Assisted Living or Skilled Nursing facilities of any size

64. MATERIALS on SITE: Prior to delivery of combustible building construction materials to the project site; the following conditions shall be completed to the satisfaction of the Fire Dept.:

(1) Fire Hydrant(s) shall be installed, approved, and usable.

(2) Fire Lane or Access Roads shall be in place and provide a permanent all-weather surface for emergency vehicles that support the weight of fire apparatus (78,000 lbs).

65. Deferred Submittals:

-Automatic Fire Sprinkler, CFC & NFPA 13R or NFPA 13D

-Fire Master Plan

66. Fire apparatus access roads shall have an unobstructed improved width of not less than 28 feet; curb line to curb line, and an unobstructed vertical clearance of not less than 13 feet 6 inches. Access roads shall be all weather surface and designed to support imposed loads of not less than 78,000 pounds.

67. Single-family residential driveways; serving no more than two single-family dwellings, shall have a minimum width of 16 feet from curb line to curb line.

68. Install residential fire hydrant. Minimum GPM shall be per CFC Appendix B. Residential fire hydrant shall have One 4-inch port and one 2.5-inch port.

Installation shall be as per Oceanside Water Department specifications. Maximum spacing from one hydrant to another cannot exceed 600 feet.

69. All dead-end fire apparatus access roadways in excess of 150 feet in length shall be provided with an approved area for turning around of all Oceanside fire apparatus. A hammerhead turnaround or Cul-De-Sac will be required by the fire dept.

70. Smoke alarms and carbon monoxide alarms shall be installed in accordance with the California Residential Code Sections R314 & R315.

71. Signs reading "NO PARKING FIRE LANE" are required. The number of, placement, and wording for all fire lane signs and/or red curbs shall be as required by CA. Vehicle Code, section 22500.l, 22658(a) and Oceanside Fire Department Standards.

**Housing:**

72. In order to obtain the density bonus, incentives/concessions, and waivers under the City's Comprehensive Zoning Ordinance Section 3032 and California Government Code Section 65915 (collectively known as "Density Bonus" law) and to satisfy the reserved affordable housing requirements for low and moderate-income households under Oceanside City Code Chapter 14C, the sale and occupancy of three (3) of the nineteen (19) ownership units shall be restricted for occupancy by Very Low-Income and Moderate-Income Households, two units and one unit respectively, as defined in California Health and Safety Code Section 50079.5 and 50093 at an Affordable Housing Cost for a household size appropriate for the unit size, as set forth in Section 50052.5 of the California Health and Safety Code for a period of not less than 55 years.

73. In accordance with City's Comprehensive Zoning Ordinance Section 3032 M.2, three (3) dwelling units reserved for ownership to Very Low- and Moderate-Income Households units shall be provided proportional to the overall project in unit size, dispersed throughout the project, and have access to all amenities available to other residents based upon the same terms. Specifically, of the three

(3) dwelling units, two (2) three-bedroom and one (1) four-bedroom unit shall be reserved and affordable Very Low- and Moderate-Income Households, respectively.

74. To demonstrate compliance with Density Bonus law, Chapter 14C, and any housing and occupant protection obligations under Housing Element law, Density Bonus law, the Housing Crisis Act of 2019 or the Mello Act, an Affordable Housing Agreement and a deed of trust securing such covenants, as approved by the City Attorney and the Housing and Neighborhood Services Director, shall be recorded against the title of the property and the relevant terms and conditions recorded as a deed restriction, regulatory agreement or other enforceable instrument. The Agreement will be recorded prior to the approval of any final or parcel map or issuance of a grading permit or the building permit for the first dwelling unit of the Project. The Agreement shall be binding to all future owners and successors in interest.

75. Affirmatively Furthering Fair Housing: An Affirmative Fair Housing Marketing Plan (AFHMP) shall be submitted for review and acceptance by the Housing and Neighborhood Services Department at least 6 months before issuance of the Certificate of Occupancy for the first dwelling unit of the Project utilizing Form HUD-935.2B -Affirmative Fair Housing Marketing Plan (Single Family Housing). The purpose of this affirmative fair housing marketing program is to target and outreach to specific groups who may need differing efforts in order to be made aware of and apply for the available affordable housing opportunities. The affirmative fair housing marketing program should Identify the demographic groups within the housing market area which are least likely to apply for housing without special outreach efforts and an outreach program which includes special measures designed to attract those groups, in addition to other efforts designed to attract persons from the total population. All marketing materials must include the

applicable fair housing logos, including the Equal Housing Opportunity and Accessibility logos.

76. Prior to the approval and/or issuance of a grading permit, building permit or final or parcel map for the residential project, whichever comes first, the Project applicant shall make payment of the applicable Inclusionary Housing Administrative fees ($1,000 per development and $100 per unit for all units) related to the administration and implementation OCC Chapter 14C-Inclusionary Housing and to ensure the residential project's compliance with all requirements and provisions thereof.

**Landscape:**

77. Landscape plans, shall meet the criteria of the City of Oceanside Landscape Guidelines and Specifications for Landscape Development (latest revision), Water Conservation Ordinance No.(s) 91-15 and 10-Ordinance 0412, Engineering criteria, City code and ordinances, including the maintenance of such landscaping shall be submitted, reviewed and approved by the City Engineer prior to the issuance of building permits. Landscaping shall not be installed until bonds have been posted, fees paid, and plans signed for final approval. In addition, a refundable cash deposit for the preparation of the final As-built/ Maintenance Guarantee shall be secured with the City prior to the final approval of the landscape construction plan. A landscape pre-construction meeting shall be conducted by the landscape architect of record, Public Works Inspector, developer or owner's representative and landscape contractor prior to commencement of the landscape and irrigation installation. The following landscaping items shall be required prior to plan approval and certificate of occupancy:

a) Final landscape plans shall accurately show placement of all plant material such as but not limited to trees, shrubs, and groundcovers.

b) Landscape Architect shall be aware of all utility, sewer, water, gas and storm drain lines and utility easements and place planting locations accordingly to meet City of Oceanside requirements.

c) Final landscape plans shall be prepared under the direct supervision of a Registered Landscape Architect (State of California), with all drawings bearing their professional stamp and signature.

d) All required landscape areas both public and private (including trees and palms in the public rights-of-way) shall be maintained by owner, project association or successor of the project (including public rights-of-way along Grace St.) The landscape areas shall be maintained per City of Oceanside requirements.

e) The As-built/ Maintenance Guarantee (refundable cash deposit) shall not be released until the as-built drawings have been approved on the original approved Mylar landscape plan and the required maintenance period has been successfully terminated.

f) Proposed landscape species shall fit the site and meet climate changes indicative to their planting location. The selection of plant material shall also be based on cultural, aesthetic, and maintenance considerations. In addition, proposed landscape species shall be low water users as well as meet all fire department requirements.

g) All planting areas shall be prepared and implemented to the required depth with appropriate soil amendments, fertilizers, and appropriate supplements based upon a soils report from an agricultural suitability soil sample taken from the site.

h) Ground covers or bark mulch shall fill in between the shrubs to shield the soil from the sun, evapotranspiration and run-off. All the flower and shrub beds shall be mulched to a 3" depth to help conserve water, lower the soil temperature and reduce weed growth.

i) The shrubs shall be allowed to grow in their natural forms. All landscape improvements shall follow the City of Oceanside Guidelines.

j) Root barriers shall be installed adjacent to all paving surfaces where a paving surface is located within 6 feet of a tree trunk on site (private) and within 10 feet of a tree trunk in the right-of-way (public). Root barriers shall extend 5

feet in each direction from the centerline of the trunk, for a total distance of 10 feet. Root barriers shall be 24 inches in depth. Installing a root barrier around the tree's root ball is unacceptable.

k) All fences, gates, walls, stone walls, retaining walls, and plantable walls shall obtain Planning Division approval for these items in the conditions or application stage prior to 1st submittal of working drawings.

l) For the planting and placement of trees and their distances from hardscape and other utilities/ structures the landscape plans shall follow the City of Oceanside's (current) Tree Planting Distances and Spacing Standards.

m) An automatic irrigation system shall be installed to provide coverage for all planting areas shown on the plan. Low volume equipment shall provide sufficient water for plant growth with a minimum water loss due to water run-off.

n) Irrigation systems shall use high quality, automatic control valves, controllers and other necessary irrigation equipment. All components shall be of non-corrosive material. All drip systems shall be adequately filtered and regulated per the manufacturer's recommended design parameters.

o) All irrigation improvements shall follow the City of Oceanside Guidelines and Water Conservation Ordinance.

p) The landscape plans shall match all plans affiliated with the project.

q) Landscape construction drawings are required to implement approved Fire Department regulations, codes, and standards at the time of plan approval.

r) Landscape plans shall comply with Biological and/or Geotechnical reports, as required, shall match the grading and improvement plans, comply with Storm Water Management Plan (SWMP), Hydromodification Plan, or Best Management Practices and meet the satisfaction of the City Engineer.

s) Existing landscaping on and adjacent to the site shall be protected in place and supplemented or replaced to meet the satisfaction of the City Engineer.

t) All pedestrian paving (both decorative and standard) shall comply with the most current edition of the American Disability Act.

78. All landscaping, fences, walls, etc. on the site, in medians within the public right-of-way and within any adjoining public parkways shall be permanently maintained by the owner, his assigns or any successors-in-interest in the property. The maintenance program shall include: a) normal care and irrigation of the landscaping b) repair and replacement of plant materials (including interior trees and street trees) c) irrigation systems as necessary d) general cleanup of the landscaped and open areas e) maintenance of parking lots, walkways, enhanced hardscape, trash enclosures, walls, fences, etc. f) pruning standards for street trees shall comply with the International Society of Arboriculture (ISA) Standard Practices for Tree Care Operations – ANSI A300, Appendix G: Safety Standards, ANSI Z133; Appendix H; and Tree Pruning Guidelines, Appendix F (most current edition). Failure to maintain landscaping shall result in the City taking all appropriate enforcement actions including but not limited to citations. This maintenance program condition shall be recorded with a covenant as required by this resolution.

79. In the event that the conceptual landscape plan (CLP) does not match the conditions of approval, the resolution of approval shall govern.

**Planning:**

80. This Tentative Map, Development Plan, and Density Bonus approval shall expire 36 months from its approval, unless this time period is extended by the provisions of Article 1, section 150 of the Zoning Ordinance or of Section 409 of the Subdivision Ordinance.

81. This Tentative Map, Development Plan, and Density Bonus approves only a 23-lot subdivision (19 residential lots, four lettered lots, and one remainder lot) as shown on the plans and exhibits presented to the Planning Commission for review. No deviation from these plans and exhibits shall occur without Planning Division approval. Substantial deviations shall require a revision to the Tentative Map and/or Development Plan or a new Tentative Map and/or Development Plan.

82. The applicant, permittee or any successor-in-interest shall defend, indemnify and hold harmless the City of Oceanside, its agents, officers or employees from any claim, action or proceeding against the City, its agents, officers, or employees to attack, set aside, void or annul an approval of the City, concerning Vesting Tentative Map (T24-00005), Development Plan (D24-00016), and Density Bonus (DB24-00007). The City will promptly notify the applicant of any such claim, action or proceeding against the city and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any such claim action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify or hold harmless the City.

83. A covenant or other recordable document approved by the City Attorney shall be prepared by the property owner and recorded prior to the issuance of the certificate of occupancy. The covenant shall provide that the property is subject to this resolution, and shall generally list the conditions of approval.

84. Prior to the transfer of ownership and/or operation of the site the owner shall provide a written copy of the applications, staff report and resolutions for the project to the new owner and or operator. This notification provision shall run with the life of the project and shall be recorded as a covenant on the property.

85. Unless expressly waived, the project shall adhere to all current zoning standards and City ordinances and policies in effect at the time the SB330 Application was deemed complete. The approval of this project constitutes the applicant's agreement with all statements in the Description and Justification and other materials and information submitted with this application, unless specifically waived by an adopted condition of approval.

86. Elevations, siding materials, colors, roofing materials and floor plans shall be substantially the same as those approved by the Planning Commission. These shall be shown on plans submitted to the Building Division and Planning Division.

87. The developer’s construction of all fencing and walls associated with the project shall be in conformance with the approved Development Plan. Any substantial

change in any aspect of fencing or wall design from the approved Development Plan shall require a revision to the Development Plan or a new Development Plan.

88. If any aspect of the project fencing and walls is not covered by an approved Development Plan, the construction of fencing and walls shall conform to the development standards of the City Zoning Ordinance. In no case, shall the construction of fences and walls (including combinations thereof) exceed the limitations of the zoning code, unless expressly granted by a Density Bonus Waiver or other development approval.

89. All units proposed as part of this project shall be rented for no less than 31-days.

90. The project shall comply with the applicable provisions of the City's anti-graffiti (Ordinance No. 93-19/Section 20.25 of the City Code). These requirements, including the obligation to remove or cover with matching paint all graffiti within 24 hours, shall be noted on the Landscape Plan.

91. Construction equipment must be Tier 4 rated with diesel particulate filters (DPF).

92. Outdoor lighting shall be low emission, shielded, and directed away from the property lines, so that 0 foot-candles is achieved at the property boundary.

93. Adjacent homeowners shall be notified of planned construction activities and times approximately two weeks prior to the start of work.

94. An association shall be formed and Covenants, Conditions and Restrictions (CC&Rs) shall provide for the maintenance of all commonly owned and maintained areas. The maintenance shall include normal care and irrigation of landscaping; repair and replacement of plant material and irrigation systems as necessary; and general clean-up of the landscaped and open space areas, roadways, and walkways. The CC&Rs shall be subject to review and approval of the City Attorney prior to the approval of the Final Map. The CC&Rs are required to be recorded prior to, or concurrently with, the Final Map. Any amendments to the CC&Rs in which the association relinquishes responsibility for the maintenance of any common area shall not be permitted without the specific approval of the City

of Oceanside. Such a clause shall be a part of the CC&Rs. The CC&Rs shall also contain provisions for the following:

a) Garages shall be kept available and useable for the parking of tenant's automobiles at all times.

b) Prohibition of parking or storage of recreational vehicles, trailers or boats within the guest parking spaces.

c) Maintenance of all common open space including provisions establishing mechanisms to ensure adequate and continued monetary funding for such maintenance by the homeowners' association.

d) Provisions that restrict any private use of common areas. Restrictions shall include, but are not limited to, removing retaining walls, installing structures such as trellises, decks, retaining walls and other hardscape and any individual landscape improvements.

e) Provisions prohibiting the homeowners' association from relinquishing its obligation to maintain the common areas without prior consent of the City of Oceanside.

f) An acknowledgement that the City of Oceanside does not have a view preservation ordinance and that views may be subject to change with maturing off-site landscape and the potential for future off-site building.

95. Prior to issuance of building permits, the project shall comply with the urban forestry standards outlined in Table 1 of Article 30, Section 3049 of the Zoning Ordinance. The project must also provide a Landscape and Tree Canopy Management Plan (LTCMP). The LTCMP shall include information regarding regular, seasonal, and emergency maintenance, trash abatement, irrigation, tree/plant care, tree replacement, insect and disease infestation prevention, integrated pest management, and appropriate response process etc. Projects that do not maintain landscape in a manner consistent with the approved LTCMP shall be subject to code enforcement action.

96. Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources

Treatment and Tribal Monitoring Agreement with the "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe". A copy of the agreement shall be included in the Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe" for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. At the discretion of the Luiseño Native American Monitor, artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79.

97. Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement.

98. The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground-disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground-disturbing activities.

99. The developer is prohibited from entering into any agreement with a cable television franchisee of the City, which gives such franchisee exclusive rights to install, operate, and or maintain its cable television system in the development.

100. A letter of clearance from the affected school district in which the property is located shall be provided as required by City policy at the time building permits are issued.

101. In accordance with Density Bonus requirements, two (2) single-family dwelling units shall be reserved for sale to very low-income households, and one (1) single-family dwelling unit shall be reserved for sale to moderate-income households. This affordable unit shall be provided proportional to the overall project in unit size, dispersed throughout the project per the plans approved by the Planning Commission, and have access to all amenities available to other residents. The city shall determine the eligibility of the very low- and moderate-income households. A deed restriction, covenant, and/or other instrument enforceable by the city and approved by the City Attorney and Director of Housing and Neighborhood Services, limiting the sale of such units to eligible very low- and moderate-income households shall be recorded against the title of the property. The duration of such sale restrictions shall be in effect for a minimum of fifty-five (55) years.

102. The required "Affordable Housing Regulatory Agreement" shall be recorded against the project site prior to the issuance of any permits for the project.

103. Failure to meet any conditions of approval shall constitute a violation of the Tentative Map, Development Plan, and Density Bonus.

**Solid Waste:**

104. Each single-family residential property unit must have landfill, recycling, and organics services (residential carts). The carts must be stored on private property and screened from public view by a solid fence, wall or garage. The plans need to show where the storage for each stream of residential carts will be located. Label the three carts in their storage area to ensure service and proper storage for all three streams for each single-family residence.

105. The plans must demonstrate where servicing will occur for the residential carts to ensure adequate access by service vehicles. For cart dimensions and service vehicle requirements, including street turning radius and minimum road lengths, the City of Oceanside Enclosure Guidelines is attached.

106. The City of Oceanside reserves the right to review program and services levels and request increases if deemed necessary. The City of Oceanside Municipal Code Chapter 13 requires that Oceanside residents, businesses and multifamily projects are to separate all recyclable material from other solid waste.

**Water Utilities:**

**General Conditions:**

107. For developments requiring new water service or increased water service to a property, the landowner must enter into an agreement with the City providing for landowner's assignment of any rights to divert or extract local groundwater supplies for the benefit of the property to receive new or increased water service, in return for water service from the City, upon such terms as may be provided by the Water Utilities Director.

108. All existing active and non-active groundwater wells must be shown on conceptual, grading, and improvement plans.

109. The developer will be responsible for developing all water and sewer utilities necessary to develop the property. Any relocation of water and/or sewer utilities is the responsibility of the developer and shall be done by an approved licensed contractor at the developer's expense.

110. All Water and Wastewater construction shall conform to the most recent edition of the Water, Sewer, and Recycled Water Design and Construction Manual or as approved by the Water Utilities Director.

111. The property owner shall maintain private water and wastewater utilities located on private property.

112. Water services and sewer laterals constructed in existing right-of-way locations are to be constructed by an approved and licensed contractor at developer's expense.

113. Each new residential dwelling unit shall be equipped with a separate individual water meter, and a separate sewer lateral connection.

114. A public water main (320 HGL) shall be constructed within the private road to serve the residences. The public water main shall be located a minimum 5 feet off curb face.

115. The public water main shall connect to the existing 8-inch AC water main (320 HGL) in Grace Street. A fire hydrant shall be installed on the end of the new water main in the new private driveway.

116. A private sewer main (min. 8-inch PVC) shall be constructed within the private road to serve the residences. A manhole shall be required at the terminus (starting point).

117. The on-site sewer collection system (mains, manholes, laterals etc.) shall be private and designed in accordance with the Water, Sewer, and Recycled Water Design and Construction Manual. The Homeowner's Association would be responsible for the ownership, maintenance, and replacement of the sewer collection system.

118. The Developer shall provide a minimum 20 foot wide easement for the water main per the Water, Sewer, and Recycled Water Design and Construction Manual. The public water meters and fire hydrants shall be provided with cutout easements.

119. Provide a dedicated irrigation water meter for on-site common area (HOA) landscaping. Meter shall be managed and paid for by the Homeowner's Association for the development. An address assignment will need to be completed for the meter, and can be processed through the City Planning Department.

120. Per the latest approved California Fire Code, all new residential units shall be equipped with fire sprinkler system.

121. Per the State Water Resources Control Board Cross-Connection Control Policy Handbook, water meters that serve an NFPA 13D automatic fire sprinkler system along with the domestic water system shall be equipped with a double check (DC) backflow preventer with shut off valves and test ports.

122. Alternatively, a DC backflow device is not required if the fire protection system is constructed using piping materials certified to meet NSF/ANSI Standard 61, and the fire protection system is designed as a passive purge system with looped piping within

the structure and connected to one or more routinely used fixture(s) (e.g., water closet, clothes washer) to prevent stagnant water.

123. Hot tap connections will not be allowed for size on size connections, and connections that are one (1) pipe size smaller than the water main. These connections shall be cut-in tees with three valves for each end of the tee. Provide a connection detail on the improvement plans for all cut-in tee connections.

**The following conditions shall be met prior to the approval of engineering design plans.**

124. Any water and/or sewer improvements required to develop the proposed property will need to be included in the improvement plans and designed in accordance with the Water, Sewer, and Recycled Water Design and Construction Manual.

125. All public water and/or sewer facilities not located within the public right-of-way shall be provided with easements sized according to the Water, Sewer, and Recycled Water Design and Construction Manual. Easements shall be constructed for all weather access and capable of withstanding a 40-ton load.

126. No trees, structures or building overhang shall be located within any water or wastewater utility easement.

127. All lots with a finish pad elevation located below the elevation of the next upstream manhole cover of the public sewer shall be protected from backflow of sewage by installing and maintaining an approved type backwater valve, per the latest adopted California Plumbing Code.

128. Per City of Oceanside Ordinance No. 14-OR0565-1, the developer shall pay a recycled water impact fee since the proposed project is not within 75 feet of a recycled water main. The impact fee shall be established by submitting a formal letter requesting the City to determine this fee, which is based on 75% of the design and construction cost to construct a recycled water line fronting the property in Grace Street.

129. The Water System Analysis for the 240 Grace Street Project in the City of Oceanside dated December 5, 2024 was reviewed by the Water Utilities Department. The results of the water analysis showed that the existing and proposed water system for the

project is adequate for both domestic and fire protection service. Therefore, the proposed 8" public water main shall connect to the existing 8-inch AC water main (320 HGL) in Grace Street.

130. A new 8" PVC public sewer main shall be constructed in Grace and Dixie Streets from development's point of connection to the existing sewer main in Dixie Street. Approximately 400 linear feet of 6" VCP sewer main between the first two manholes in Dixie Street shall be replaced with new 8" PVC sewer main. A new manhole shall be constructed at the intersection of Grace Street and Dixie Street, and at least every 300 ft on Dixie Street. The existing manhole fronting 1836 Dixie Street shall be rehabilitated per City standards. Rehabilitation may include, but not be limited to, re-channeling of the manhole base, surface preparation and coating the interior of the manhole, and replacing the manhole cone with a 36" opening and double ring manhole frame and lid. All sewer main construction shall be designed in accordance with the Water, Sewer, and Recycled Water Design and Construction Manual.

131. Connections to a public sewer main with a 6-inch or larger sewer lateral will require a new sewer manhole for connection to main per Section 3.3 of Water, Sewer, and Recycled Water Design and Construction Manual. If an existing manhole is not available, then a new manhole shall be constructed.

132. Connection to an existing sewer manhole will require rehabilitation of the manhole per City standards. Rehabilitation may include, but not be limited to, re-channeling of the manhole base, surface preparation and coating the interior of the manhole, and replacing the manhole cone with a 36" opening and double ring manhole frame and lid.

133. A separate irrigation meter and connection with an approved backflow prevention device is required to serve common landscaped areas and shall be displayed on the plans.

134. Provide peak irrigation flows per zone or control valve to verify size of irrigation meter and reduced pressure principle backflow device on Landscape Plans.

135. All existing and proposed sewer manholes shall be accessible by the City vactor truck. Developer shall provide access roads, turf block, or pavement that can support H-20 loading to support the truck. Access road or pavement must allow a minimum turning radius of 46-feet (outer wheel) for curb clearance and a wall clearance of 46'-11". Truck length is 41'-6".

136. A plan and profile design of the water and sewer mains shall be provided on the improvement plans and designed in accordance with the Water, Sewer, and Recycled Water Design and Construction Manual.

137. Provide stationing and offsets for existing and proposed water service connections and sewer laterals on plans.

138. Each parcel shall have a separate sewer lateral connection.

139. Where private sewer system is shared with other tenants, a Homeowner's Association or Property Management Company and CC&Rs should address the maintenance, repair, and replacement of "shared" sewer lateral or facilities.

140. Any unused water services or sewer laterals by the proposed development or redevelopment, shall be abandoned in accordance with Water Utilities requirements.

**The following conditions of approval shall be met prior to building permit issuance.**

141. Show location and size of proposed water meter(s) on site plan of building plans. Show waterline from proposed meter to connection point at each residence.

142. Show location and size of proposed sewer lateral(s) from property line or connection to sewer main to connection point at each residence.

143. Provide a fixture unit count table and supply demand estimate per the latest adopted California Plumbing Code (Appendix A) to size the water meter(s) and service line(s).

144. Provide drainage fixture unit count per the latest adopted California Plumbing Code to size sewer lateral for each property.

145. Water and Wastewater buy-in fees and the San Diego County Water Authority Fees are to be paid to the City at the time of Building Permit issuance per City Code Section 32B.7.

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PASSED AND ADOPTED Resolution No. 2025-P16 on July 14, 2025, by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

_____

Tom Morrissey, Chairperson
Oceanside Planning Commission

ATTEST:

_____

Sergio Madera, Secretary

I, Sergio Madera, Secretary of the Oceanside Planning Commission, hereby certify that this is a true and correct copy of Resolution No. 2025-P16.

Dated: July 14, 2025

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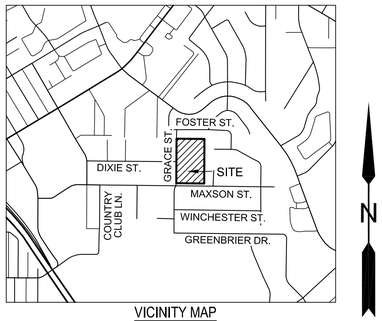
# 5.02 ATTACHMENT 2

# TENTATIVE MAP
# GRACE STREET DEVELOPMENT
## CITY OF OCEANSIDE, SAN DIEGO, CA
## T24-00005 / D24-00016 / DB24-00007




VICINITY MAP
NOT TO SCALE

## GENERAL NOTES

1. APN: 148-320-42-00
2. ENTIRE PROPERTY: 5.996 GROSS ACRES
3. PROPOSED DEVELOPMENT: 1.675 GROSS ACRES
   REMAINDER LOT: 4.321 GROSS ACRES
4. NUMBER OF DWELLING UNITS: 19 LOTS, 3 COMMON LOTS (A-C), 1 REMAINDER LOT
5. EXISTING ZONING: CIVIC/PUBLIC (PS)
   PROPOSED ZONING: PS * PROCESSED UNDER RS DISTRICT PROVISIONS THAT ARE APPLICABLE TO THE ADOPTED SFD-R LAND USE ELEMENT DESIGNATION
6. EXISTING LAND USE: SINGLE FAMILY DETACHED RESIDENTIAL (SFD-R)
   PROPOSED LAND USE: SINGLE FAMILY ATTACHED RESIDENTIAL (SFD-R)
7. FINISH GRADES SHOWN HEREON ARE APPROXIMATE AND ARE SUBJECT TO CHANGE IN FINAL DESIGN.
8. PROPOSED DENSITY: 11.34 DU/AC
9. CUT AND FILL SLOPES NO STEEPER THAN 2:1
10. PUBLIC SERVICES AND DISTRICTS:
    - ELECTRIC: SAN DIEGO GAS AND ELECTRIC
    - TELEPHONE: AT&T
    - WATER: CITY OF OCEANSIDE
    - SEWER: CITY OF OCEANSIDE
    - FIRE DISTRICT: CITY OF OCEANSIDE
    - SCHOOL DISTRICT: OCEANSIDE UNIFIED SCHOOL DISTRICT
11. NO SPECIAL DISTRICTS ARE PROPOSED

## LEGEND

| | |
|---|---|
| CENTERLINE OF ROAD | |
| PROPERTY BOUNDARY | |
| RIGHT-OF-WAY | |
| EASEMENT LINE | |
| PROPOSED LOT LINE | |
| PROPOSED 2:1 SLOPE | |
| PROPOSED ROLLED CURB - TYPE B | SDRSD G-4A |
| PROPOSED CURB AND GUTTER | SDRSD G-02 |
| PROPOSED CURB | SDRSD G-01 |
| PROPOSED RIBBON GUTTER | |
| PROPOSED RETAINING WALL | |
| PROPOSED VINYL FENCE | X X |
| PROPOSED STORM DRAIN | SD |
| PROPOSED DOMESTIC WATER | W |
| PROPOSED SEWER | S |
| PROPOSED CURB OPENING INLET | SDRSD D-3A |
| PROPOSED CURB OUTLET - TYPE A | SDRSD D-25A |
| PROPOSED BROOKS BOX INLET | |
| PROPOSED FIRE HYDRANT | |
| PROPOSED 1" WATER SERVICE & 1" METER | W |
| PROPOSED 1" IRRIGATION SERVICE & 3/4" METER | IR |
| PROPOSED SEWER LATERAL & CLEANOUT | S |
| PROPOSED SEWER MANHOLE | OSD S-5 |
| PROPOSED PUBLIC STREET LIGHT | |
| PROPOSED PRIVATE LIGHT POLE | |
| PROPOSED SINGLE PHASE TRANSFORMER | |
| PROPOSED NO PARKING SIGN | |

## SURVEY NOTES

TOPOGRAPHIC AND BOUNDARY SURVEY SHOWN HEREON WAS PREPARED BY:

TOPOGRAPHIC SURVEY
PHOTO GEODETIC CORPORATION
2806 ALPINE BLVD, SUITE C
ALPINE, CA 91901

BOUNDARY AND SUPPLEMENTAL TOPOGRAPHIC SURVEY
PLSA
119 ABERDEEN DR
CARDIFF-BY-THE-SEA, CA 92007

DATED: SEPTEMBER 3, 2024

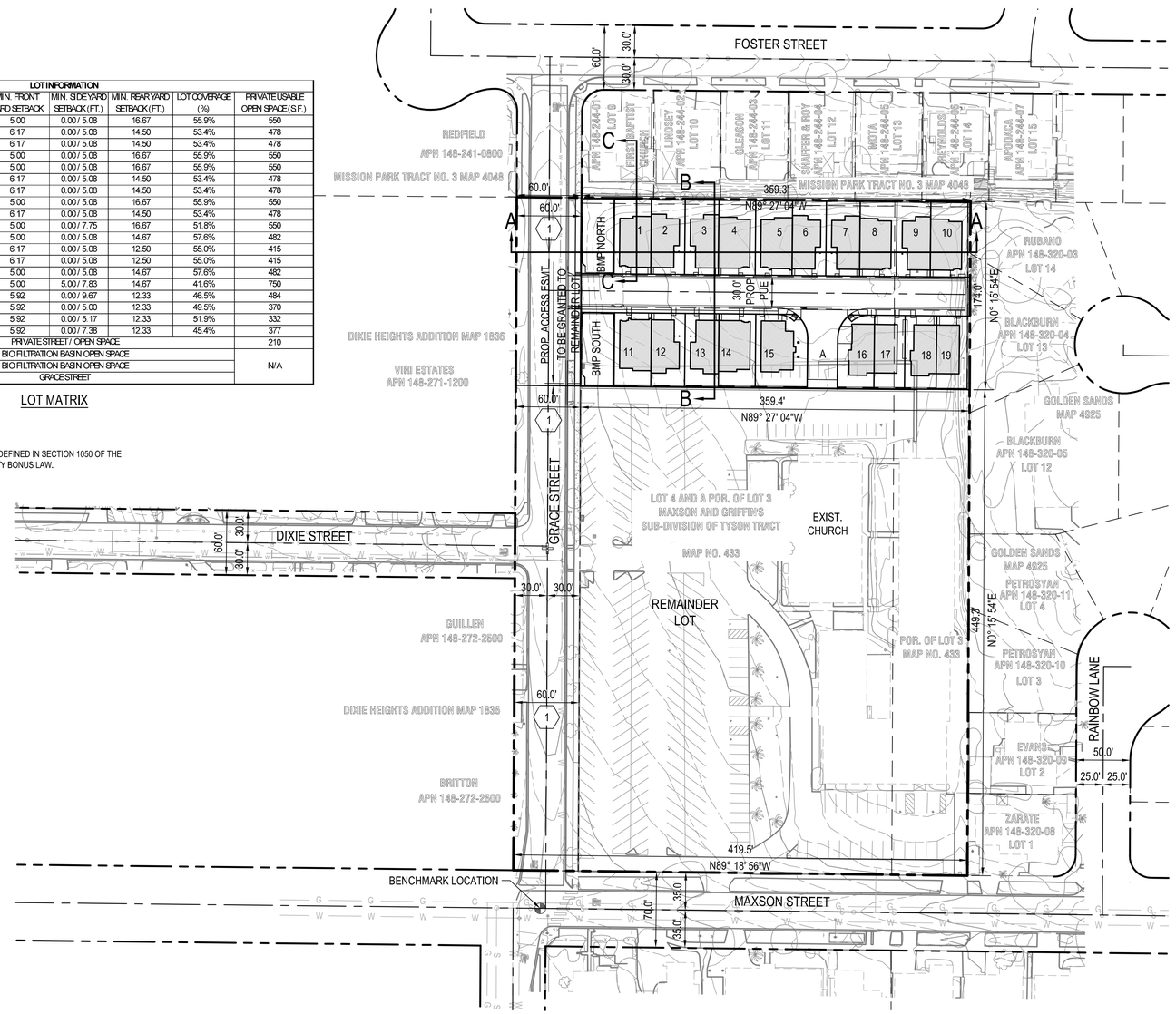
1. THE BOUNDARIES AND DIMENSIONS OF THE SURVEYED PARCEL(S) SHOWN HEREON ARE BASED ON A FIELD SURVEY. RECORD DIMENSIONS MAY VARY. THE BOUNDARIES OF ADJOINING PARCELS WERE COMPILED FROM RECORDED OR FILED DATA, AND ARE TO BE USED FOR PLANNING PURPOSES ONLY. FULL PROCEDURE OF SURVEY NOT SHOWN HEREON.
2. THE LOCATIONS OF UNDERGROUND UTILITY LINES AND/OR STRUCTURES AS SHOWN HEREON ARE BASED ON OBSERVED ABOVE GROUND EVIDENCE AND RECORD INFORMATION PROVIDED TO THE SURVEYOR AND ENGINEER. NO EXCAVATIONS WERE MADE DURING THE COURSE OF THIS SURVEY TO LOCATE UNDERGROUND UTILITIES. LOCATIONS OF UNDERGROUND UTILITIES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL UNDERGROUND UTILITIES MAY EXIST.

**LOT INFORMATION**

| LOT NUMBER | LOT AREA (S.F.) | MIN. LOT WIDTH (FT.) | LOT DEPTH (FT.) | MIN. FRONT YARD SETBACK | MIN. SIDEYARD SETBACK (FT.) | MIN. REAR YARD SETBACK (FT.) | LOT COVERAGE (%) | PRIVATE USABLE OPEN SPACE (S.F.) |
|---|---|---|---|---|---|---|---|---|
| 1 | 2,380 | 34.00 | 70.00 | 5.00 | 0.00 / 5.08 | 16.67 | 55.9% | 550 |
| 2 | 2,188 | 31.25 | 70.00 | 6.17 | 0.00 / 5.08 | 14.50 | 53.4% | 478 |
| 3 | 2,188 | 31.25 | 70.00 | 6.17 | 0.00 / 5.08 | 14.50 | 53.4% | 478 |
| 4 | 2,380 | 34.00 | 70.00 | 5.00 | 0.00 / 5.08 | 16.67 | 55.9% | 550 |
| 5 | 2,380 | 34.00 | 70.00 | 5.00 | 0.00 / 5.08 | 16.67 | 55.9% | 550 |
| 6 | 2,188 | 31.25 | 70.00 | 6.17 | 0.00 / 5.08 | 14.50 | 53.4% | 478 |
| 7 | 2,188 | 31.25 | 70.00 | 6.17 | 0.00 / 5.08 | 14.50 | 53.4% | 478 |
| 8 | 2,380 | 34.00 | 70.00 | 5.00 | 0.00 / 5.08 | 16.67 | 55.9% | 550 |
| 9 | 2,188 | 31.25 | 70.00 | 6.17 | 0.00 / 5.08 | 14.50 | 53.4% | 478 |
| 10 | 2,572 | 36.57 | 70.00 | 5.00 | 0.00 / 7.75 | 16.67 | 51.8% | 550 |
| 11 | 2,312 | 34.00 | 68.00 | 5.00 | 0.00 / 5.08 | 14.67 | 57.6% | 482 |
| 12 | 2,125 | 31.25 | 68.00 | 6.17 | 0.00 / 5.08 | 12.50 | 55.0% | 415 |
| 13 | 2,125 | 31.25 | 68.00 | 6.17 | 0.00 / 5.08 | 12.50 | 55.0% | 415 |
| 14 | 2,312 | 34.00 | 68.00 | 5.00 | 0.00 / 5.08 | 14.67 | 57.6% | 482 |
| 15 | 3,191 | 48.00 | 68.00 | 5.00 | 5.00 / 7.83 | 14.67 | 41.6% | 750 |
| 16 | 2,222 | 33.75 | 68.00 | 5.92 | 0.00 / 9.67 | 12.33 | 46.5% | 484 |
| 17 | 1,921 | 28.25 | 68.00 | 5.92 | 0.00 / 5.00 | 12.33 | 49.5% | 370 |
| 18 | 1,989 | 29.25 | 68.00 | 5.92 | 0.00 / 5.17 | 12.33 | 51.9% | 332 |
| 19 | 2,092 | 30.60 | 68.00 | 5.92 | 0.00 / 7.38 | 12.33 | 45.4% | 377 |
| A | 14,985 | PRIVATE STREET / OPEN SPACE | | | | | | 210 |
| B | 2,121 | BIO FILTRATION BASIN OPEN SPACE | | | | | | N/A |
| C | 2,096 | BIO FILTRATION BASIN OPEN SPACE | | | | | | |
| D | 10,440 | GRACE STREET | | | | | | |

LOT MATRIX

NOTE
* WAIVER OF DEVELOPMENT STANDARDS AS DEFINED IN SECTION 1050 OF THE ZONING ORDINANCE - UNDER STATE DENSITY BONUS LAW.




## BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, NAD 83 (CCS83) EPOCH 2011.00, ZONE 6, AS DETERMINED LOCALLY BY A LINE BETWEEN FIRST ORDER CONTROL STATIONS 1004 AND 1061 BEING A GRID BEARING OF N 78°09'30" E AS DERIVED FROM GEODETIC VALUES SHOWN ON RECORD OF SURVEY 21787, CITY OF OCEANSIDE CONTROL SURVEY, FILED ON 8/21/2014 AS FILE NUMBER 2014-0361129 IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

## BENCHMARK

ELEVATIONS SHOWN HEREON ARE BASED ON 3.5" BRASS DISK STAMPED "RCE 26715" IN STANDARD M10 WELL MONUMENT LOCATED AT THE INTERSECTION OF GRACE STREET & MAXSON STREET, AS SHOWN ON ROS 21787 AS POINT NO. 1061. ELEV: 151.92 (NAVD 88)

REGISTERED PROFESSIONAL ENGINEER
WILLIAM J. SUITER
No. RCE 68964
EXP. 12-31-25
Civil
STATE OF CALIFORNIA

PRELIMINARY 04/14/2025
WILLIAM J. SUITER RCE 68964 DATE

## OWNER

FIRST BAPTIST CHURCH OF OCEANSIDE, INC.
A CALIFORNIA NON-PROFIT CORPORATION
PRELIMINARY
ARTHUR LEEDALE, CEO

## APPLICANT

HALLMARK DEVELOPMENT CORP.
740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CA 92075
CONTACT: SEAN SANTA CRUZ
PHONE: (858) 481-3310
PRELIMINARY
CHRISTOPHER R. HALL, PRESIDENT

## SITE ADDRESS

240 GRACE STREET, OCEANSIDE, CA 92054

## APN

148-320-42-00

## LEGAL DESCRIPTION

ALL OF LOT 4 AND SOUTHWESTERLY 69.90 FEET OF LOT 3 OF MAXSON AND GRIFFINS SUBDIVISION, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 433 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, DECEMBER 29, 1887 (MORE FULLY DESCRIBED IN GRANT DEED RECORDED NOVEMBER 28, 1956 IN THE OFFICE OF THE SAN DIEGO COUNTY RECORDER IN BOOK 6360, PAGE 348, AS DOCUMENT NO. 168096)

## PROJECT DESCRIPTION

A TENTATIVE TRACT MAP, DEVELOPMENT PLAN AND DENSITY BONUS FOR A PORTION OF AN EXISTING PROPERTY TO CREATE OWNERSHIP FOR NINETEEN (19) SINGLE FAMILY LOTS, INCLUDING CONSTRUCTION OF ACCESS ROAD, AND ASSOCIATED UTILITY, DRAINAGE, STORM WATER TREATMENT, AND LANDSCAPE IMPROVEMENTS.

## PROPOSED DENSITY

AB 1287 DENSITY CALCULATION

| | |
|---|---|
| 1.675 AC * 5.9 DU/AC | = 10 DUs (ROUNDED UP) |
| 10 DUs * 0.50 BONUS (15% V. LOW) | = 5 BONUS DUs (ROUNDED UP) |
| 10 DUs * 0.325 BONUS (10% MOD.) | = 4 BONUS DUs (ROUNDED UP) |
| TOTAL DUs ALLOWED | = 19 DUs |
| TOTAL DUs PROPOSED | = 19 DUs |

AFFORDABLE CALCULATION

| | |
|---|---|
| 15% * 10 DU | = 2 DUs (VERY LOW) |
| 10% * 10 DU | = 1 DUs (MODERATE) |
| TOTAL AFFORDABLE COUNT | = 3 DUs (LOTS 17-19) |

## FEMA

THIS SITE IS LOCATED WITHIN FLOOD ZONE "X", PER FEMA FLOOD ZONE MAP 06073C0753J, EFFECTIVE DATE: DECEMBER 20TH, 2019

## EARTHWORK

| | | |
|---|---|---|
| RAW EXCAVATION (CUT) | = | 1,920 CY |
| RAW EMBANKMENT (FILL) | = | 1,565 CY |
| NET IMPORT/EXPORT | = | 355 CY EXPORT |
| TOTAL DISTURBED AREA | = | 63,492 SF |
| MAX DEPTH OF RAW CUT | = | 6 FT |
| MAX DEPTH OF RAW FILL | = | 6 FT |

EARTHWORK ESTIMATES DO NOT INCLUDE VALUES FOR REMEDIAL GRADING. REMEDIAL EARTHWORK ESTIMATE IS 9,262 CY. REMEDIAL EARTHWORK IS APPROXIMATE AND TO BE DETERMINED IN THE FIELD BY THE GEOTECHNICAL ENGINEER.

EARTHWORK ESTIMATES ARE BASED ON IN PLACE VOLUMES AND DO NOT ACCOUNT FOR ANY SHRINKAGE OR SWELL OF THE SOIL THAT MAY OCCUR DURING GRADING.

## EASEMENTS OF RECORD

(1) AN EASEMENT, IN THE FAVOR OF THE CITY OF OCEANSIDE, FOR PUBLIC HIGHWAY AND INCIDENTAL PURPOSES, RECORDED OCTOBER 18, 1956 AS DOCUMENT NO. 147259 IN BOOK 6305, PAGE 242 OF OFFICIAL RECORDS.

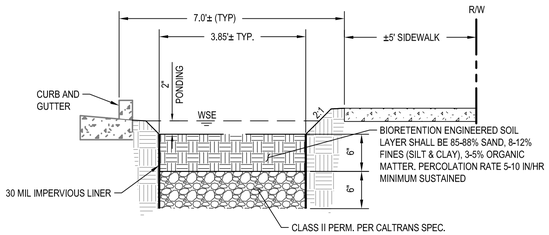
## PREPARED BY:


PLSA
PLSAENGINEERING.COM
34270 PACIFIC COAST HIGHWAY, SUITE B
DANA POINT, CA 92629
PHONE: (949) 661-6695

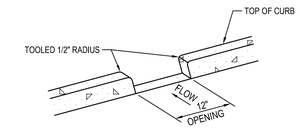

SHEET 1 OF 4

# TENTATIVE MAP
# GRACE STREET DEVELOPMENT
## CITY OF OCEANSIDE, SAN DIEGO, CA
## T24-00005 / D24-00016 / DB24-00007

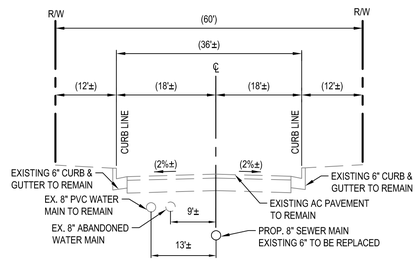
SEE SHEET 1 FOR BOUNDARY DIMENSIONS, EXISTING AND PROPOSED EASEMENTS, LEGEND, SURVEY NOTES, LEGAL DESCRIPTION, VICINITY MAP, LOT MATRIX AND OTHER PROJECT INFORMATION.



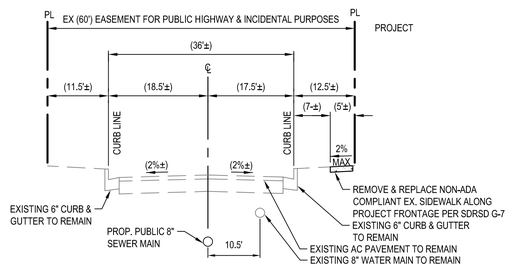

GREEN STREET RAINGARDEN BMP DETAIL
NOT TO SCALE



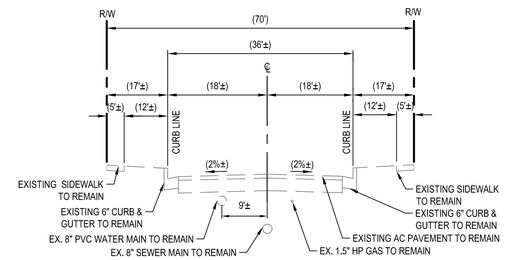

CURB OPENING DETAIL
NOT TO SCALE



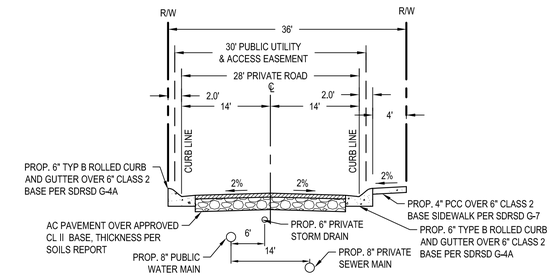

DIXIE STREET
NOT TO SCALE



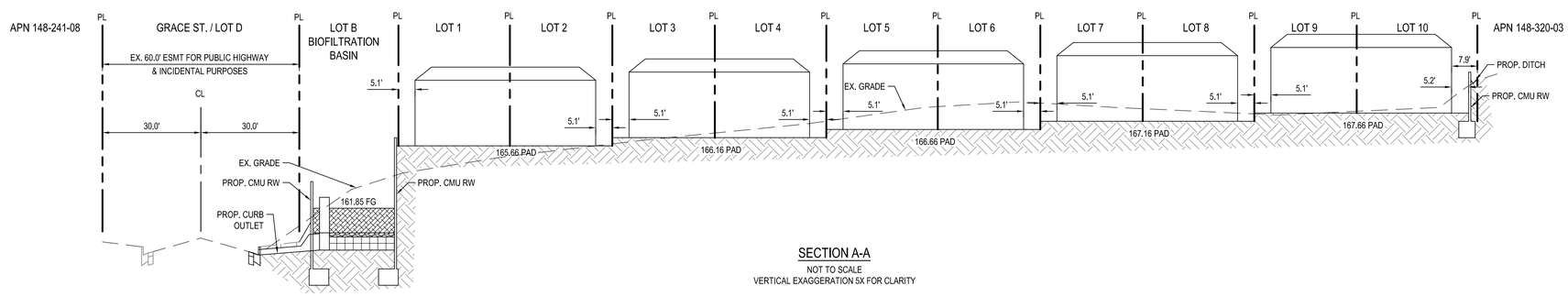

GRACE STREET
NOT TO SCALE



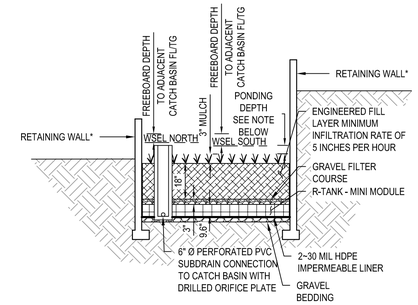

MAXSON STREET
NOT TO SCALE




PRIVATE STREET
NOT TO SCALE
NO PARKING ON EITHER SIDE OF THE ROAD
*ACTUAL STRUCTURAL SECTION TO BE DETERMINED BASED ON THE "R" VALUE TEST (AC OVER APPROVED AGGREGATE BASE)
**PORTION OF PRIVATE STREET THAT EXCEEDS 12% TO BE 6" OF AC OVER 6" CLASS II BASE PER APPROVED CITY ENGINEER DEVIATION LETTER



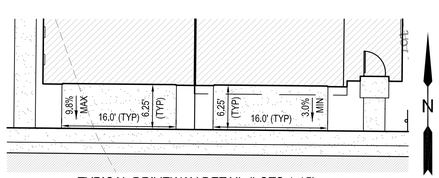

SECTION A-A
NOT TO SCALE
VERTICAL EXAGGERATION 5X FOR CLARITY



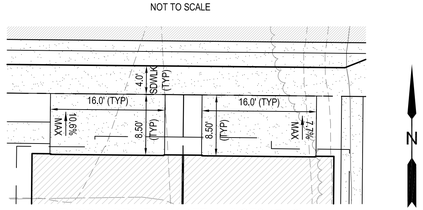

| BASIN | AREA | PONDING DEPTH | FREEBOARD | ORIFICE Ø | MIDFLOW ORIFICE |
|---|---|---|---|---|---|
| NORTH | 1,763 SF | 6 INCHES | 3 INCHES | 0.80 INCHES | - |
| SOUTH | 1,846 SF | 4 INCHES | 0.75 INCHES | 7" W x 1" H AT 6" PONDING | |

*NOTE: BMP NORTH DOES NOT HAVE A VERTICAL RETAINING WALL ON THE NORTH SIDE

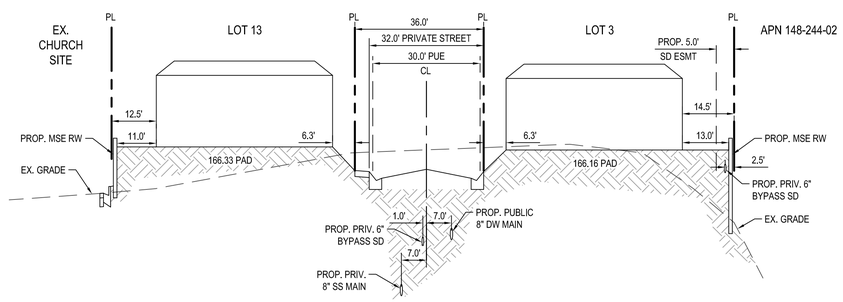
BIOFILTRATION BASIN
NOT TO SCALE



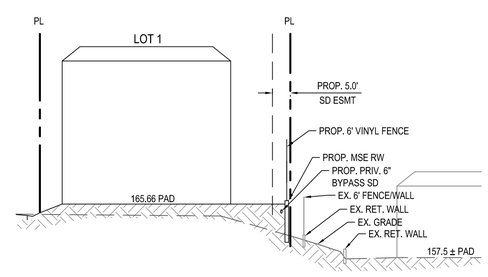

TYPICAL DRIVEWAY DETAIL (LOTS 1-15)
NOT TO SCALE




TYPICAL DRIVEWAY DETAIL (LOTS 17-19)
NOT TO SCALE




SECTION B-B
NOT TO SCALE
VERTICAL EXAGGERATION 5X FOR CLARITY




SECTION C-C
NOT TO SCALE
VERTICAL EXAGGERATION 2X FOR CLARITY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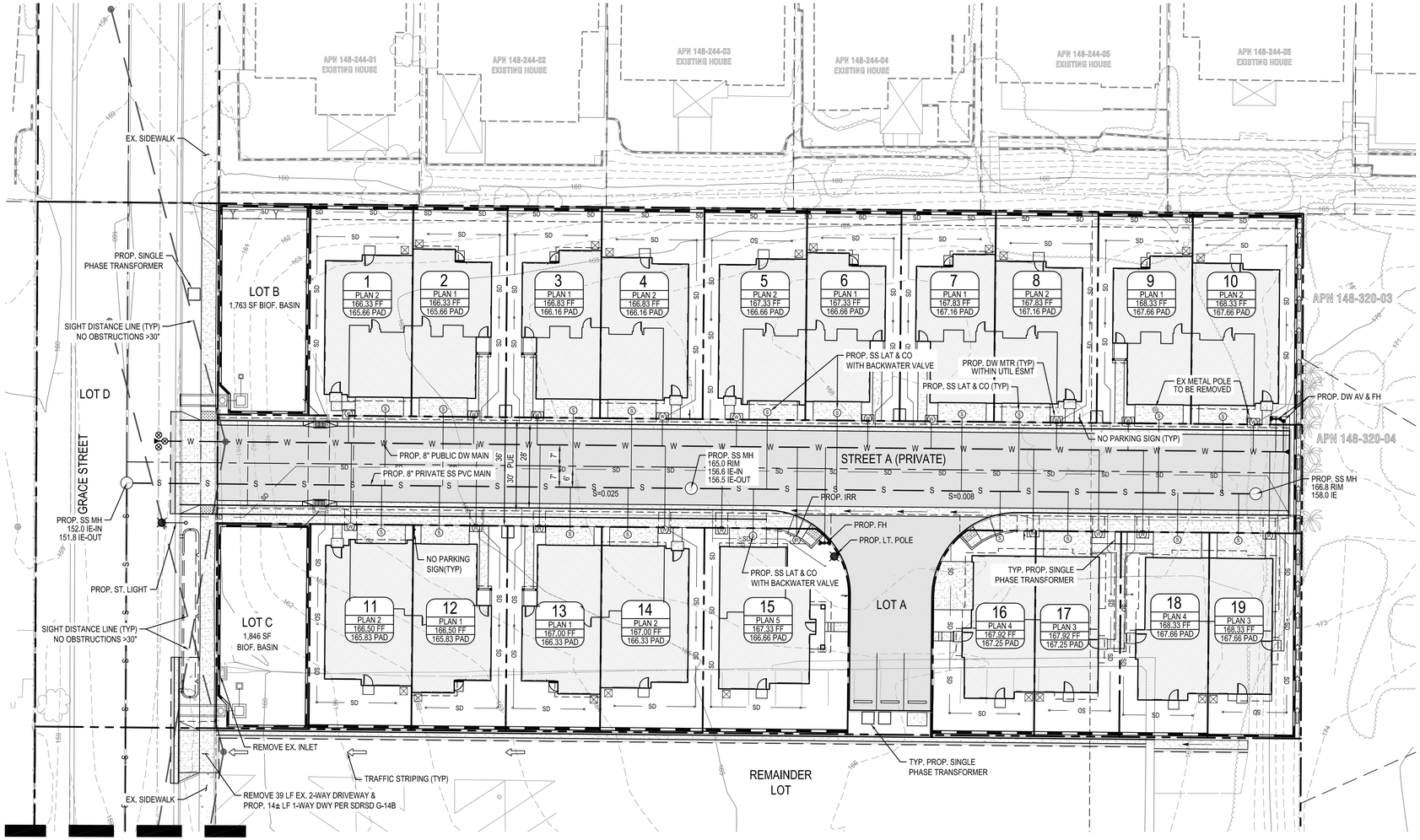
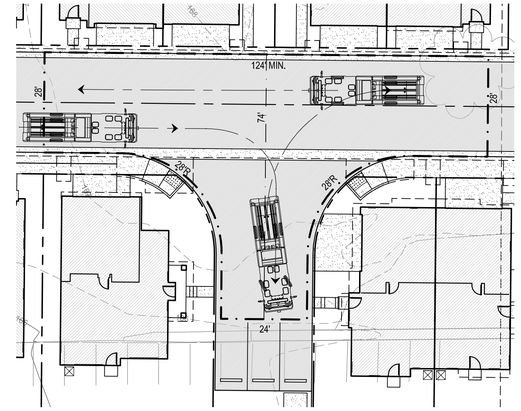
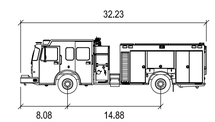
# PRELIMINARY UTILITY PLAN
# GRACE STREET DEVELOPMENT
## CITY OF OCEANSIDE, SAN DIEGO, CA
## T24-00005 / D24-00016 / DB24-00007

SEE SHEET 1 FOR BOUNDARY DIMENSIONS, EXISTING AND PROPOSED EASEMENTS, LEGEND, SURVEY NOTES, LEGAL DESCRIPTION, VICINITY MAP, LOT MATRIX AND OTHER PROJECT INFORMATION.



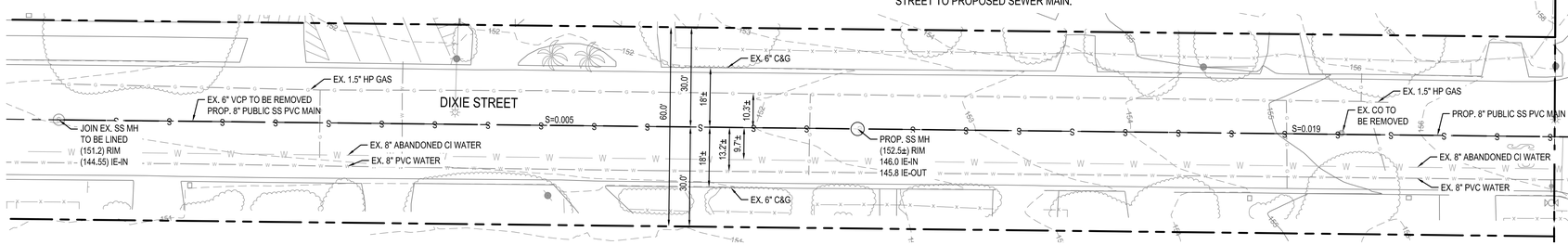



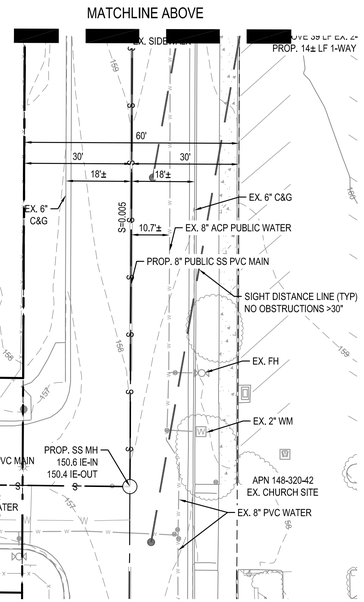

HAMMERHEAD TURNAROUND
SCALE: 1" = 20'




FIRETRUCK
SCALE: NTS

NOTE:
RECONNECT EXISTING SEWER LATERALS WITHIN DIXIE STREET TO PROPOSED SEWER MAIN.




N

SCALE: 1" = 20'
0 20 40 60


PREPARED BY:
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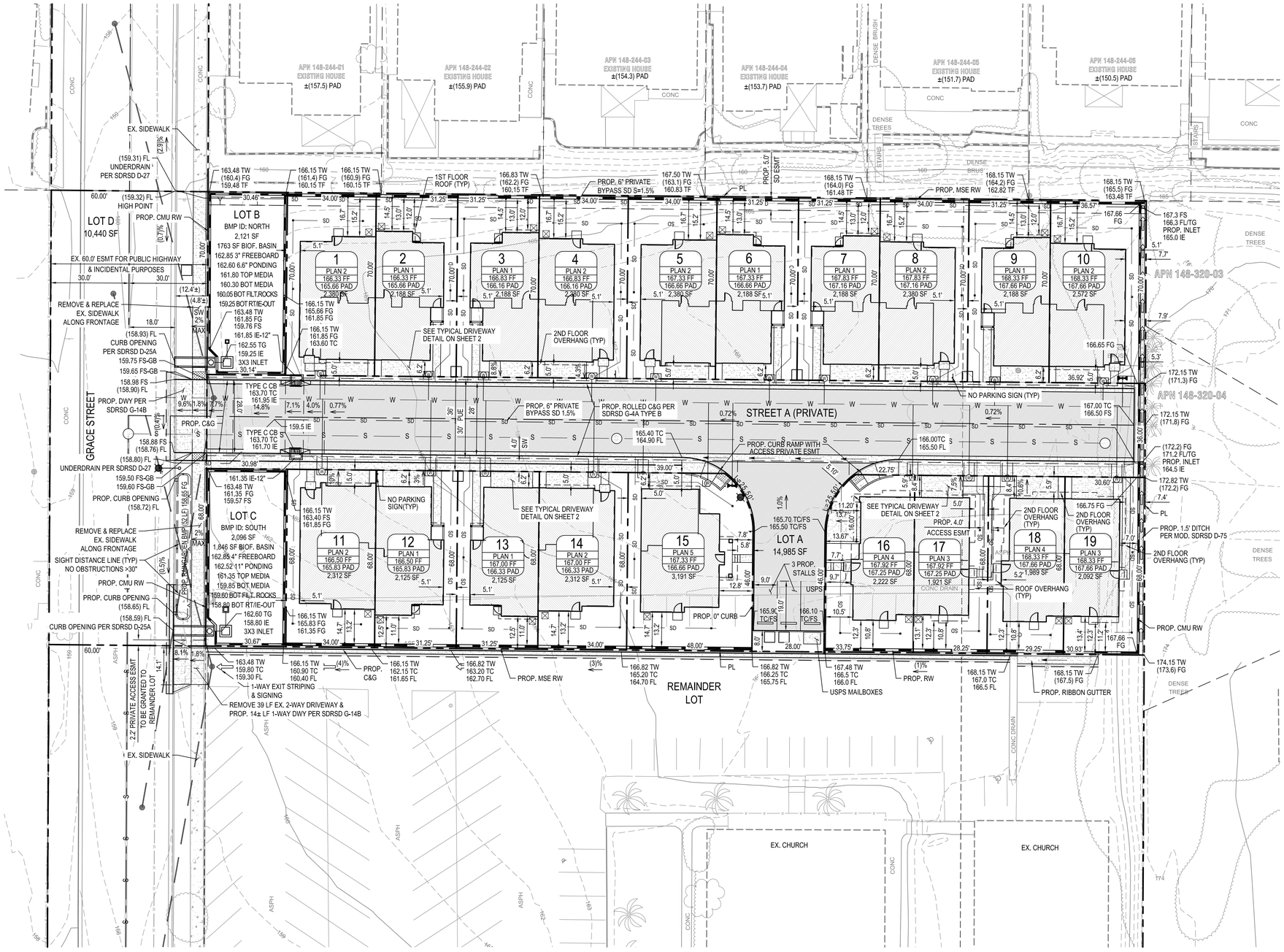
# PRELIMINARY GRADING PLAN
# GRACE STREET DEVELOPMENT
## CITY OF OCEANSIDE, SAN DIEGO, CA
## T24-00005 / D24-00016 / DB24-00007

SEE SHEET 1 FOR BOUNDARY DIMENSIONS, EXISTING AND PROPOSED EASEMENTS, LEGEND, SURVEY NOTES, LEGAL DESCRIPTION, VICINITY MAP, LOT MATRIX AND OTHER PROJECT INFORMATION.




PREPARED BY:

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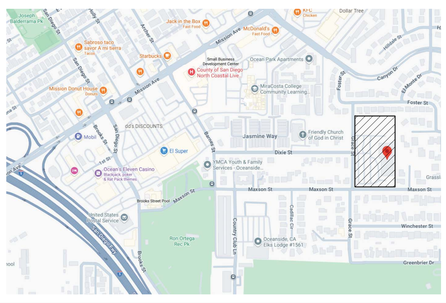
PHONE: (949) 661-6695

# GRACE STREET DEVELOPMENT
# OCEANSIDE

## ARCHITECTURAL SUBMITTAL PACKAGE

### VICINITY MAP




### PROJECT TEAM

**APPLICANT:**
**HALLMARK DEVELOPMENT CORP.**
740 LOMAS SANTA FE DR., SUITE 204
SOLANA BEACH, CA 92075
(858) 481-3310

**ARCHITECT:**
**FLAIR ARCHITECTS, INC.**
6 JENNER, SUITE 290
IRVINE, CA 92618
(949) 789-7535

**CIVIL ENGINEER:**
**PLSA**
34270 PACIFIC COAST HWY, SUITE B
DANA POINT, CA 92629
(949) 661-6695

**PLANNING CONSULTANT/LANDSCAPE ARCHITECT:**
**THE LIGHTFOOT PLANNING GROUP**
5900 PASTEUR COURT, SUITE 110
CARLSBAD, CA 92008
(760) 692-1924

### PROJECT INFORMATION

**SCOPE OF WORK:**
TENTATIVE MAP, DEVELOPMENT PLAN, DENSITY BONUS & SB330 APPLICATION FOR NINETEEN (19) SINGLE FAMILY HOMES.

**OCCUPANCY:**
R-3/U

**CONSTRUCTION TYPE:**
VB

**FIRE SPRINKLERS:**
NFPA 13D

ALL WORK SHALL COMPLY WITH THE CURRENT EDITION OF THE CALIFORNIA BUILDING STANDARDS CODE FOUND IN THE STATE OF CALIFORNIA TITLE 24 CCR AS AMENDED AND ADOPTED BY THE CITY OF OCEANSIDE.

**PROJECT NUMBER:**
T24-00005; D24-00016; DB24-00007

**GENERAL PLAN LAND USE/ZONING:**
SFD-R/PS

### AREAS

| NAME | TYPE | LIVING | MIX |
|---|---|---|---|
| PLAN 1 | 3 BED, 2.5 BATH | 1,752 SF | (7) HOUSES |
| PLAN 2 | 4 BED, 2.5 BATH | 2,059 SF | (7) HOUSES |
| PLAN 3 | 3 BED, 2.5 BATH | 1,487 SF | (2) HOUSES |
| PLAN 4 | 4 BED, 2.5 BATH | 1,651 SF | (2) HOUSES |
| PLAN 5 | 4 BED, 2.5 BATH | 2,086 SF | (1) HOUSE |

*3 AFFORDABLE HOUSES WILL BE PROVIDED: TWO (3-BED) HOUSES (LOTS 17&19)
ONE (4-BED) HOUSE (LOT 18)

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2.2 BUILDING ELEVATIONS TYPE I – SPANISH
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5.1 COLORED ELEVATIONS
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5.4 COLORED ELEVATIONS
5.5 COLORED ELEVATIONS
COLOR BOARDS


GRACE STREET DEVELOPMENT
OCEANSIDE, CA

HALLMARK DEVELOPMENT CORP.
740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

01/21/25
24007

FLAIR ARCHITECTS
FLAIR ARCHITECTS, INC.
ARCHITECTURE • PLANNING • INTERIOR DESIGN
6 JENNER, STE 290, IRVINE, CALIFORNIA 92618
(949) 789-7535

C

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

# ARCHITECTURAL SITE PLAN

SCALE : 1"=10'-0"

01/21/25
24007

## HALLMARK DEVELOPMENT CORP.

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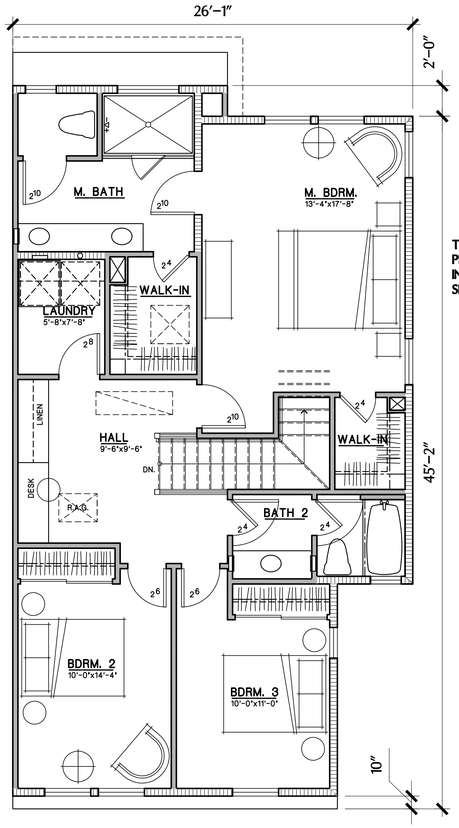
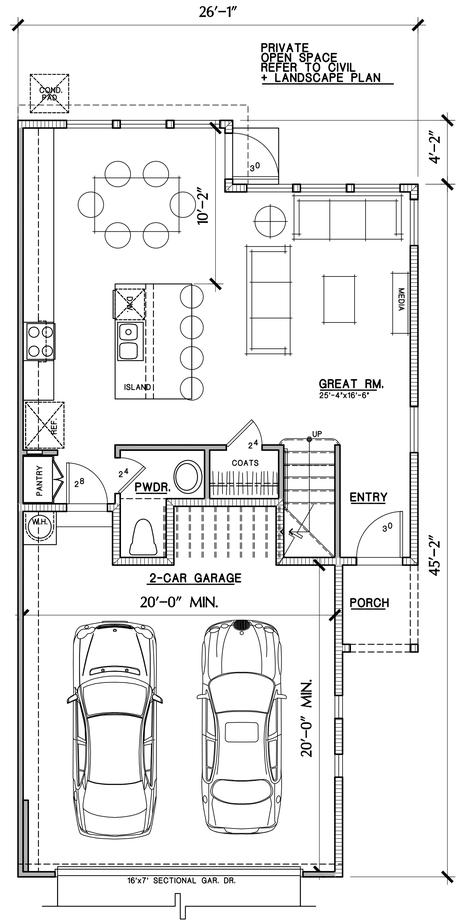
1.0

# PLAN 1




THE AGING-IN-PLACE PROVISIONS WILL BE INCORPORATED.
SEE DOORS IN MAIN BEDROOM.




UPPER FLOOR
1093 SF

LOWER FLOOR
659 SF

PLAN 1 - 1752 SF

UPPER FLOOR

LOWER FLOOR

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

# UNIT PLANS

SCALE : 1/4"=1'-0"

01/21/25
24007

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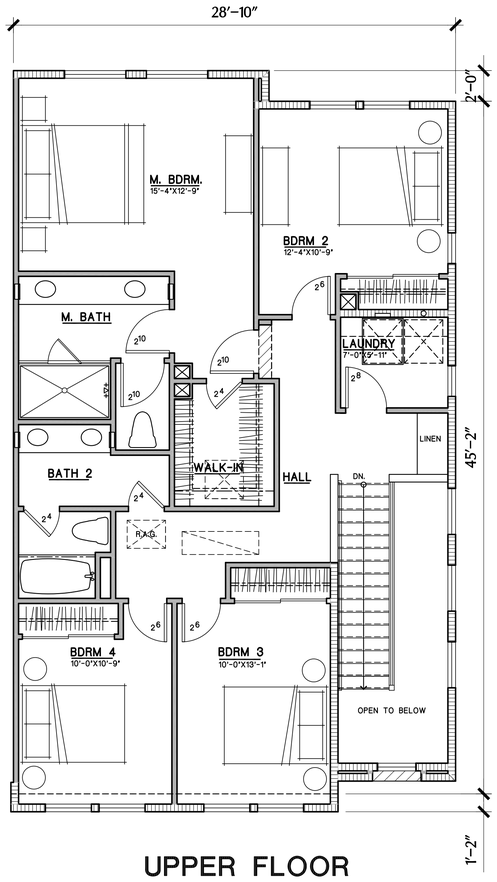
(949) 789-7535

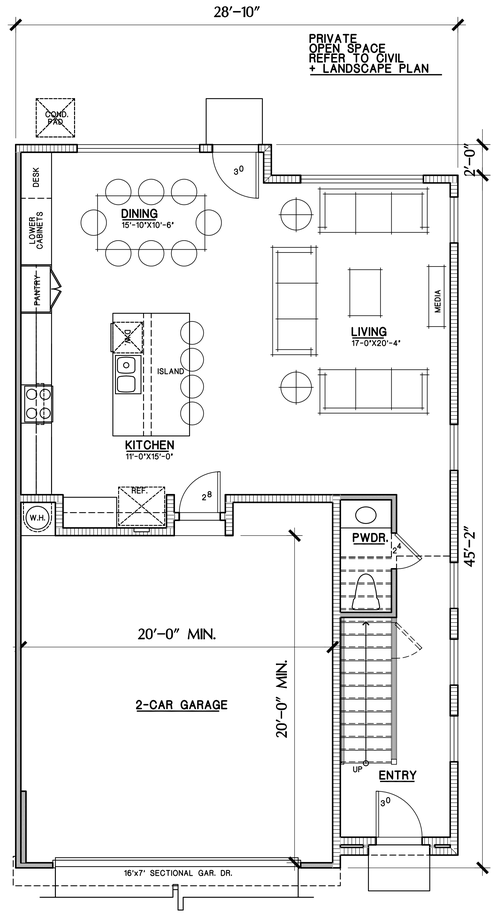

1.1

# PLAN 2




UPPER FLOOR
1203 SF

THE AGING-IN-PLACE PROVISIONS WILL BE INCORPORATED.
SEE DOORS IN MAIN BEDROOM.




LOWER FLOOR
856 SF

PLAN 2 - 2059 SF

UPPER FLOOR

LOWER FLOOR

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

# UNIT PLANS

SCALE : 1/4"=1'-0"

01/21/25
24007

# HALLMARK DEVELOPMENT CORP.

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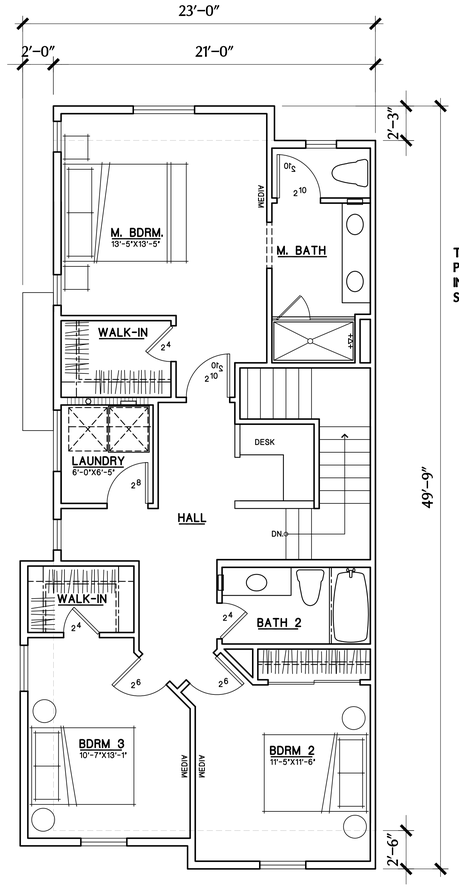
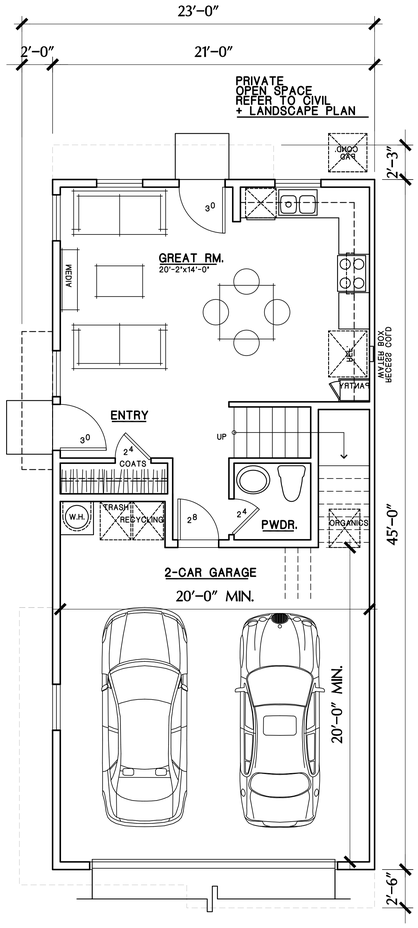
1.2

# PLAN 3




THE AGING-IN-PLACE PROVISIONS WILL BE INCORPORATED.
SEE DOORS IN MAIN BEDROOM.




UPPER FLOOR
1057 SF

LOWER FLOOR
430 SF

PLAN 3 - 1487 SF

UPPER FLOOR

LOWER FLOOR

GRACE STREET DEVELOPMENT

OCEANSIDE, CA

UNIT PLANS

HALLMARK DEVELOPMENT CORP.

740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

SCALE : 1/4"=1'-0"

01/21/25
24007

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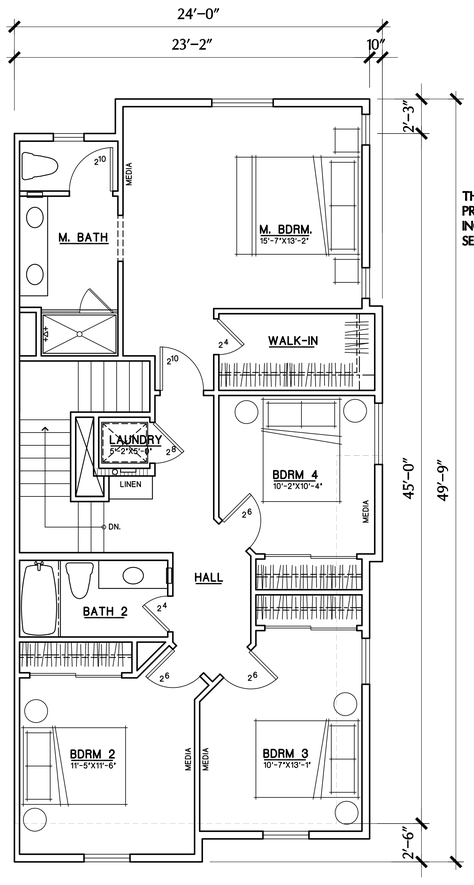
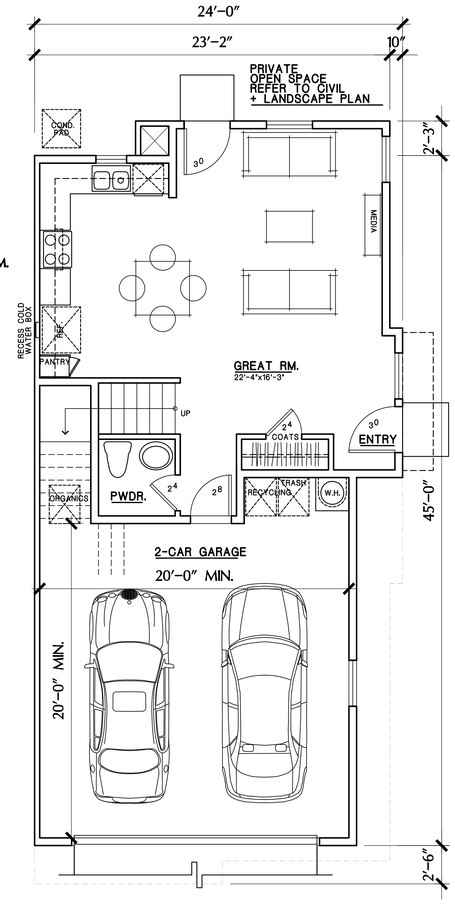
1.3

# PLAN 4




THE AGING-IN-PLACE PROVISIONS WILL BE INCORPORATED. SEE DOORS IN MAIN BEDROOM.




UPPER FLOOR
1135 SF

LOWER FLOOR
516 SF

PLAN 4 - 1651 SF

UPPER FLOOR

LOWER FLOOR

GRACE STREET DEVELOPMENT

OCEANSIDE, CA

UNIT PLANS

HALLMARK DEVELOPMENT CORP.

740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

SCALE : 1/4"=1'-0"

01/21/25
24007

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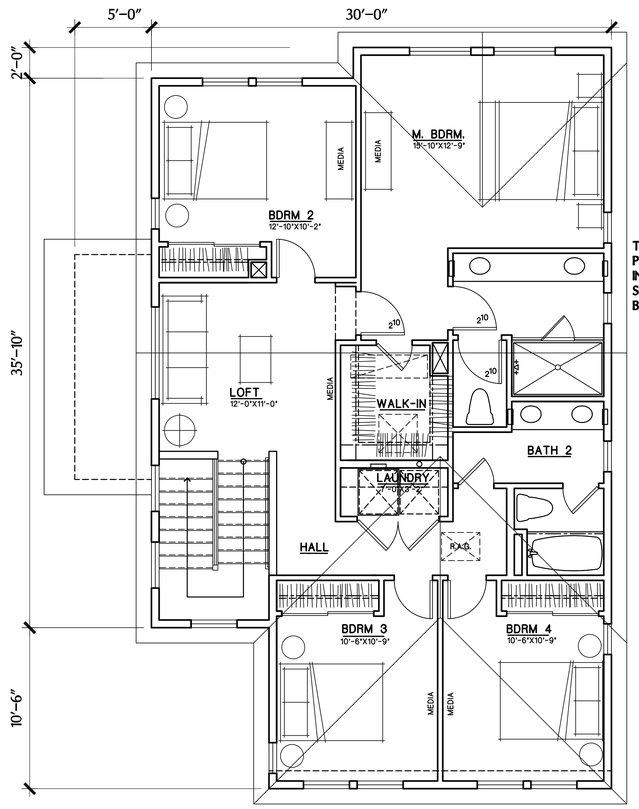
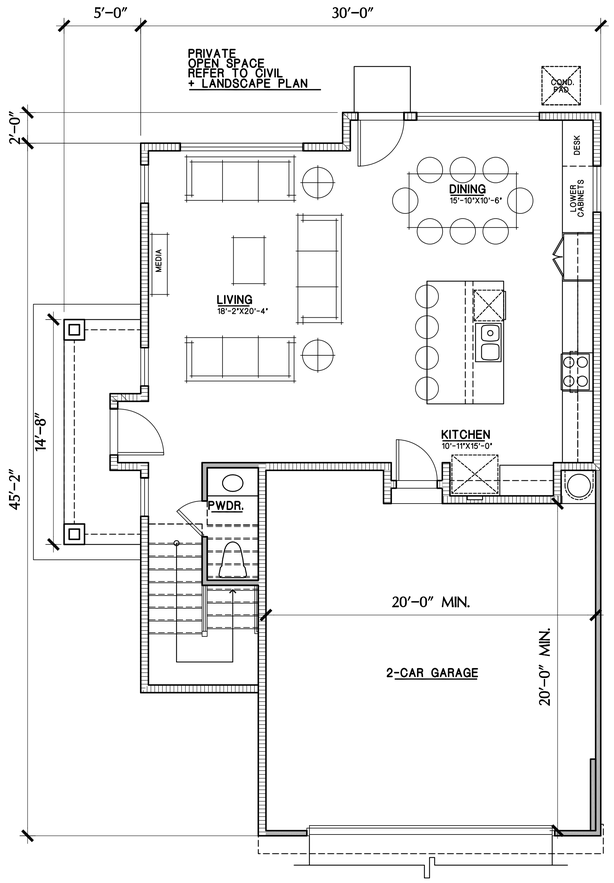
1.4

# PLAN 5




THE AGING-IN-PLACE PROVISIONS WILL BE INCORPORATED. SEE DOORS IN MAIN BEDROOM.




UPPER FLOOR
1259 SF

LOWER FLOOR
827 SF

PLAN 5 - 2086 SF

UPPER FLOOR

LOWER FLOOR

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

# UNIT PLANS

SCALE : 1/4"=1'-0"

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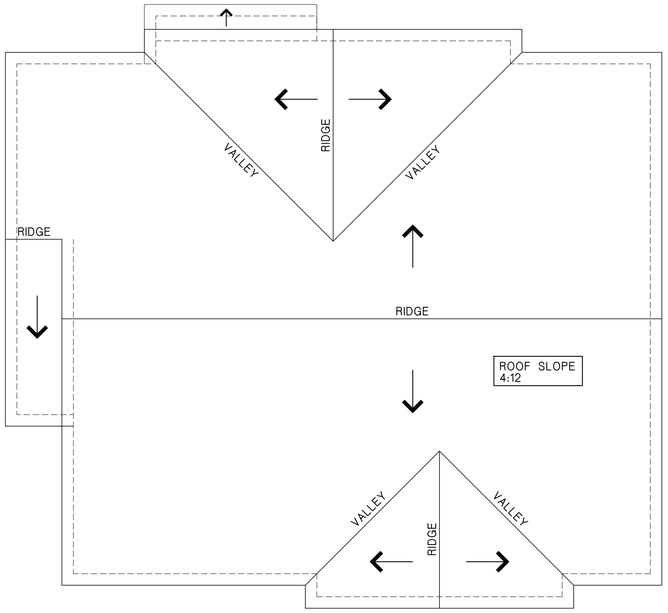
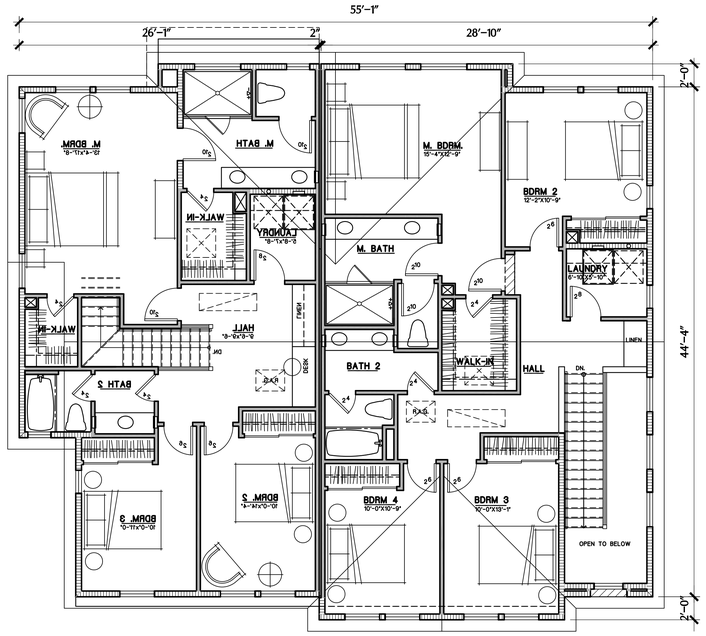
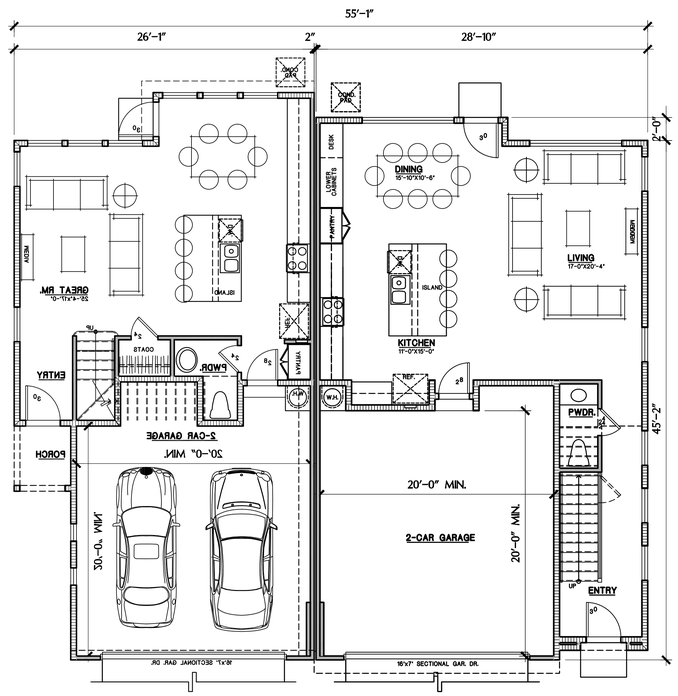
1.5




ROOF PLAN




UPPER FLOOR




PLAN 1 PLAN 2 LOTS 1–14

LOWER FLOOR

2–PLEX – BUILDING TYPE I

BUILDING PLANS

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

SCALE : 3/16"=1'-0"

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# HALLMARK DEVELOPMENT CORP.

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2.1

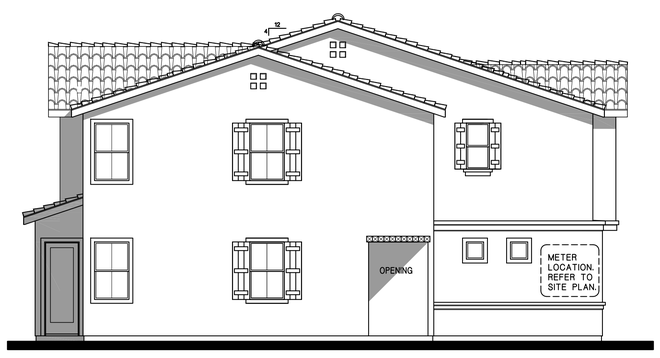
PLAN 1 PLAN 2

# FRONT ELEVATION SPANISH

*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

PLAN 2 PLAN 1

# REAR ELEVATION




PLAN 1

# LEFT

PLAN 2

# RIGHT

## 2-PLEX - BUILDING TYPE I
## BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

# HALLMARK DEVELOPMENT CORP.

740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

SCALE : 3/16"=1'-0"

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2.2

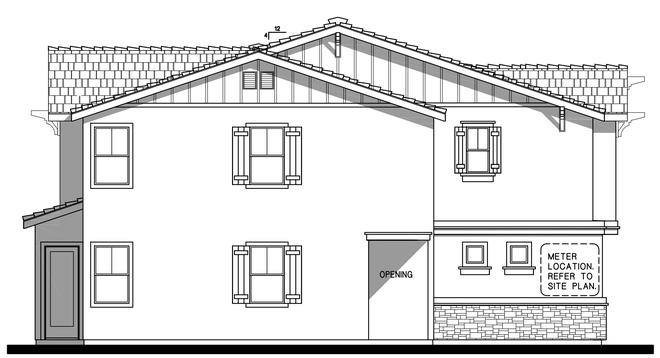
PLAN 1 PLAN 2

# FRONT ELEVATION CRAFTSMAN

*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

PLAN 2 PLAN 1

# REAR ELEVATION




PLAN 1

# LEFT

PLAN 2

# RIGHT

## 2-PLEX - BUILDING TYPE I
## BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

SCALE : 3/16"=1'-0"

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# HALLMARK DEVELOPMENT CORP.

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2.3

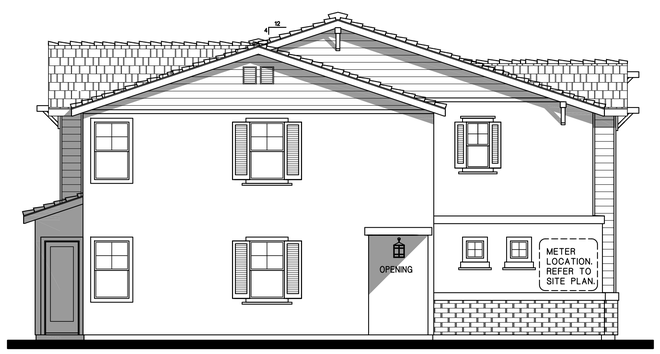
PLAN 1 PLAN 2

# FRONT ELEVATION CRAFTSMAN 2

*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

PLAN 2 PLAN 1

# REAR ELEVATION




PLAN 1

# LEFT

PLAN 2

# RIGHT

## 2-PLEX - BUILDING TYPE 1
## BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

# HALLMARK DEVELOPMENT CORP.

740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

SCALE : 3/16"=1'-0"

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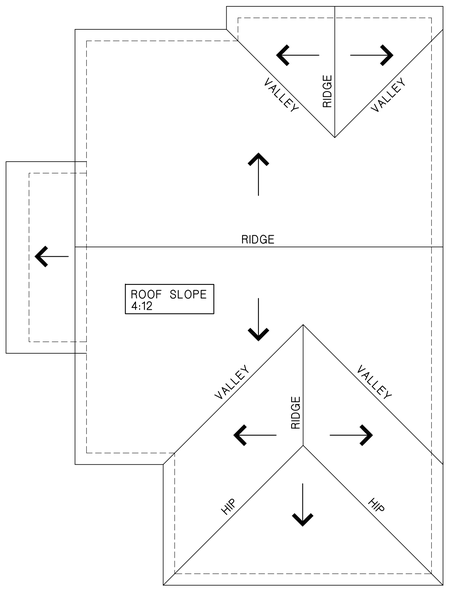
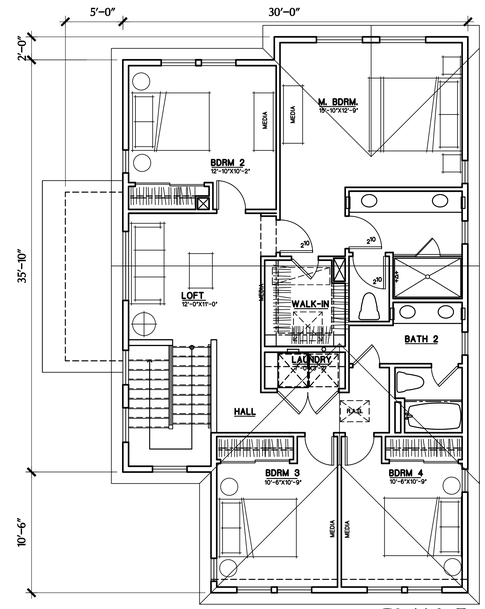
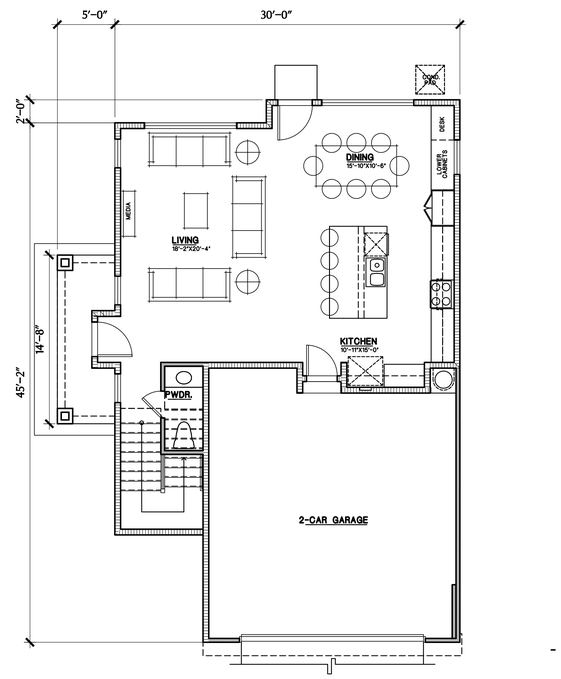



ROOF PLAN




UPPER FLOOR

PLAN 5
1259 SF




PLAN 5 LOT 15
827 SF

LOWER FLOOR

TOTAL 2086 SF

SINGLE UNIT – BUILDING TYPE II

# GRACE STREET DEVELOPMENT

# BUILDING PLANS

OCEANSIDE, CA

SCALE : 3/16"=1'-0"

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## HALLMARK DEVELOPMENT CORP.

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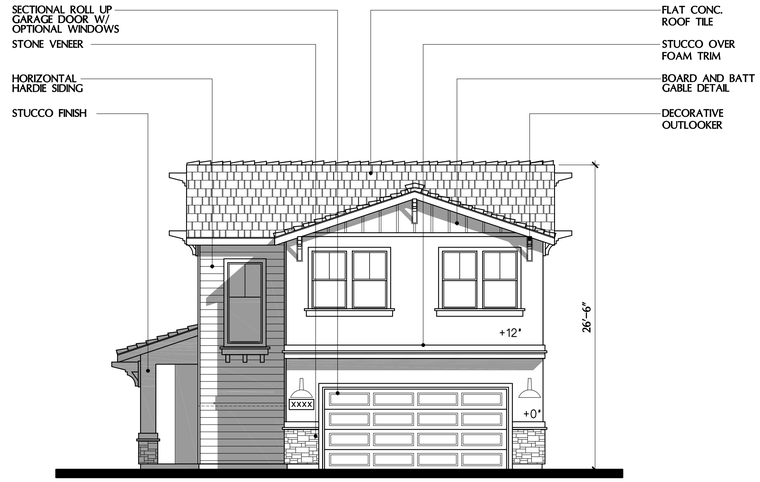
3.1




PLAN 5
LOT 15

# FRONT ELEVATION
# CRAFTSMAN

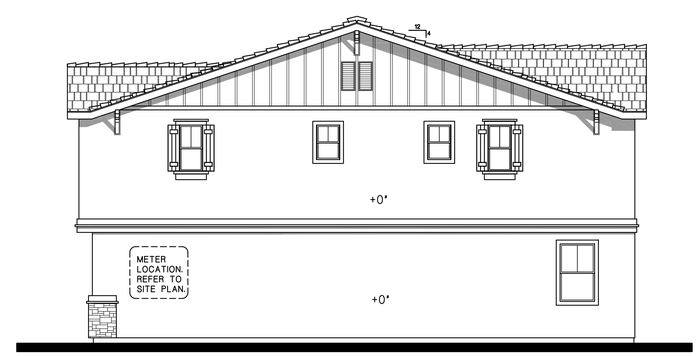
*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

PLAN 5
LOT 15

# REAR ELEVATION

PLAN 5
LOT 15

# LEFT




PLAN 5
LOT 15

# RIGHT

## SINGLE UNIT – BUILDING TYPE II
## BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT
OCEANSIDE, CA

SCALE : 3/16"=1'-0"
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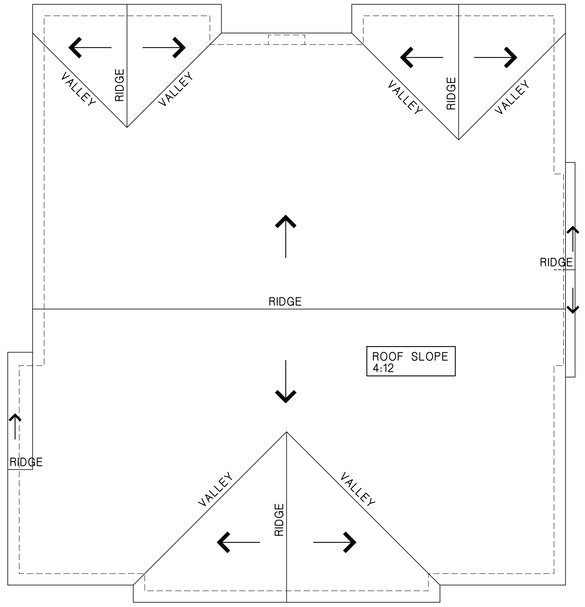
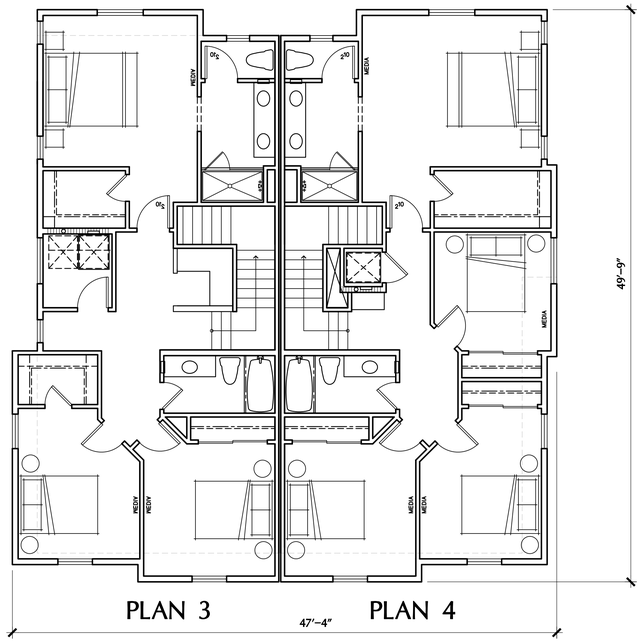
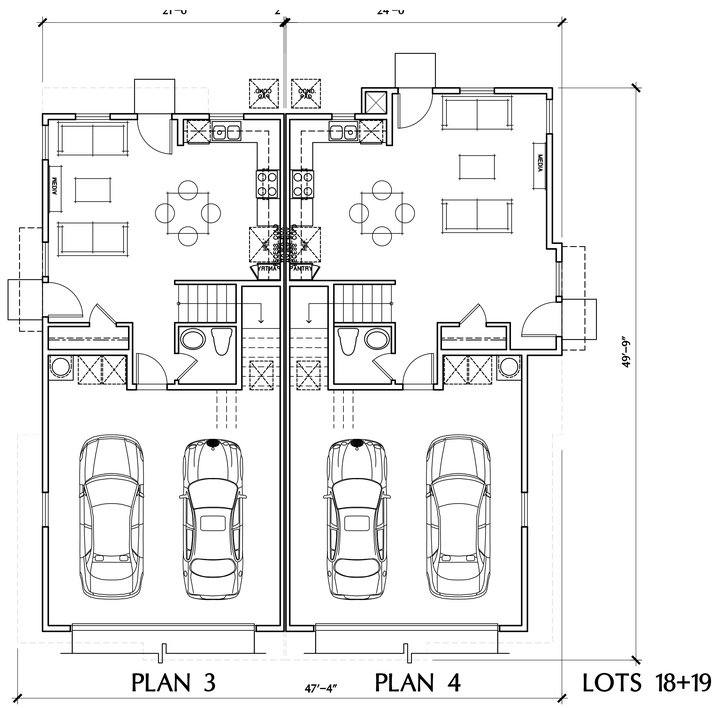
3.2

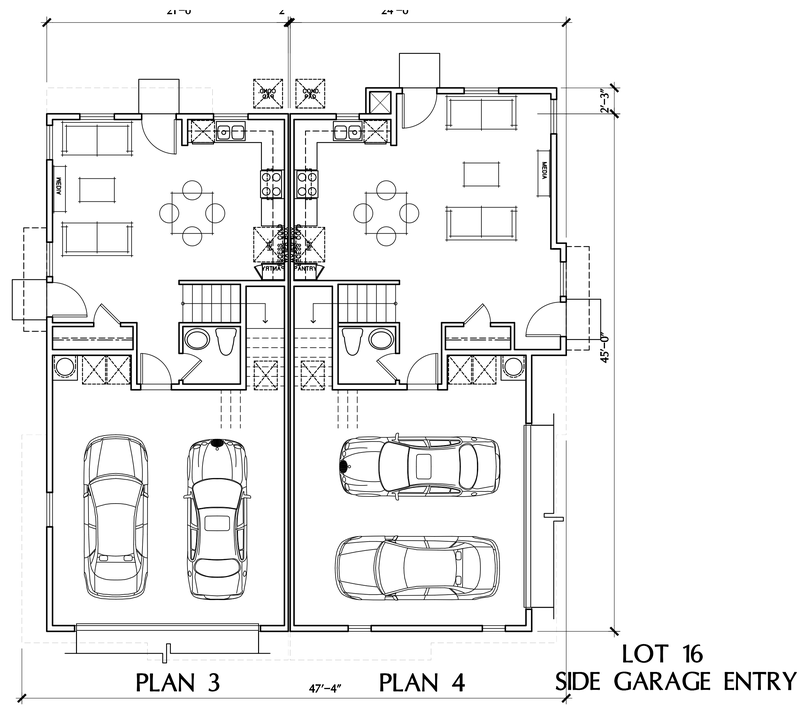



ROOF PLAN




UPPER FLOOR




LOWER FLOOR

2-PLEX - BUILDING TYPE III

# BUILDING PLANS

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

SCALE : 3/16"=1'-0"

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# HALLMARK DEVELOPMENT CORP.

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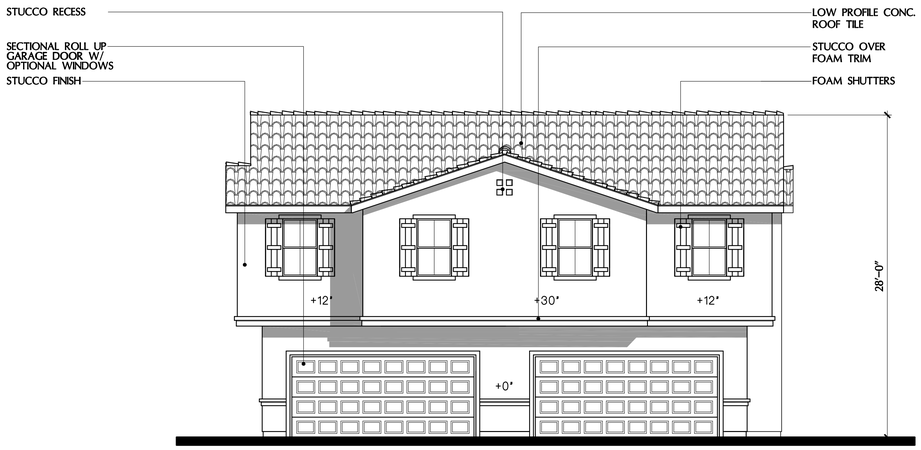
4.1




PLAN 3 PLAN 4

# FRONT ELEVATION SPANISH

LOTS 18+19

*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

PLAN 4 PLAN 3

# REAR ELEVATION

LOTS 18+19

PLAN 3

PLAN 4

LEFT
LOT 19

RIGHT
LOT 18

## 2-PLEX - BUILDING TYPE III

# BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

SCALE : 3/16"=1'-0"

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4.2

PLAN 3 PLAN 4

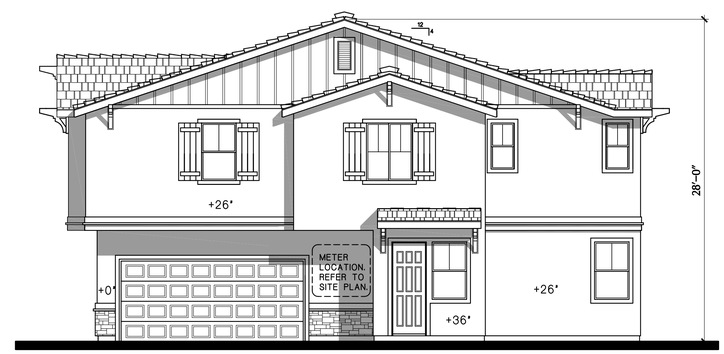
# FRONT ELEVATION
LOTS 16+17 CRAFTSMAN

*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

PLAN 4 PLAN 3

# REAR ELEVATION
LOTS 16+17

PLAN 3




PLAN 4

LEFT
LOT 17

RIGHT
LOT 16

## 2-PLEX - BUILDING TYPE III
# BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT
OCEANSIDE, CA

SCALE : 3/16"=1'-0"
01/21/25
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4.3

PLAN 1 PLAN 2 **FRONT ELEVATION SPANISH** COLOR SCHEME 1

*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

PLAN 2 PLAN 1 **REAR ELEVATION**

PLAN 1 **LEFT**

PLAN 2 **RIGHT**

2-PLEX - BUILDING TYPE I

# GRACE STREET DEVELOPMENT BUILDING ELEVATIONS

OCEANSIDE, CA

## HALLMARK DEVELOPMENT CORP.

740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

SCALE : 3/16"=1'-0"
11/26/24
24007

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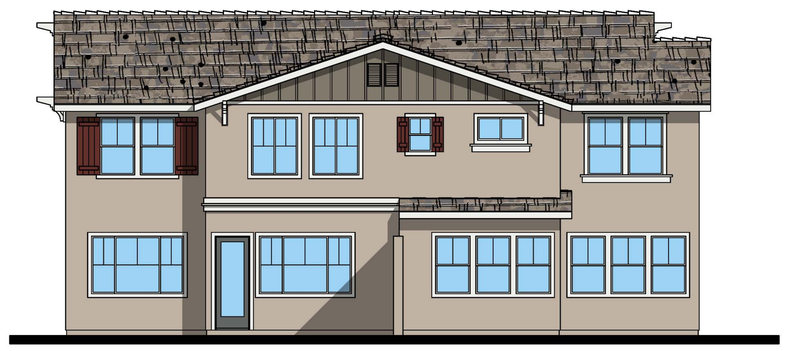
5.1

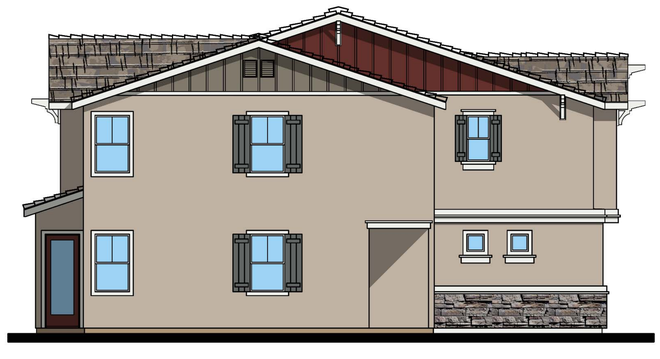
PLAN 1 PLAN 2 **FRONT ELEVATION**

**CRAFTSMAN** COLOR SCHEME 2

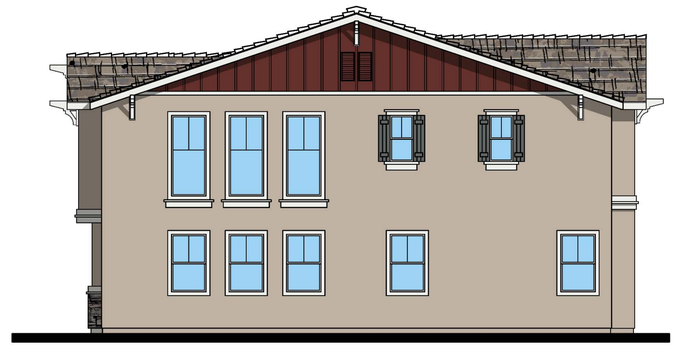
*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES



PLAN 2 PLAN 1 **REAR ELEVATION**



PLAN 1 **LEFT**



PLAN 2 **RIGHT**

## 2-PLEX – BUILDING TYPE I
## BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT
OCEANSIDE, CA

# HALLMARK DEVELOPMENT CORP.
740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

SCALE : 3/16"=1'-0"
11/26/24
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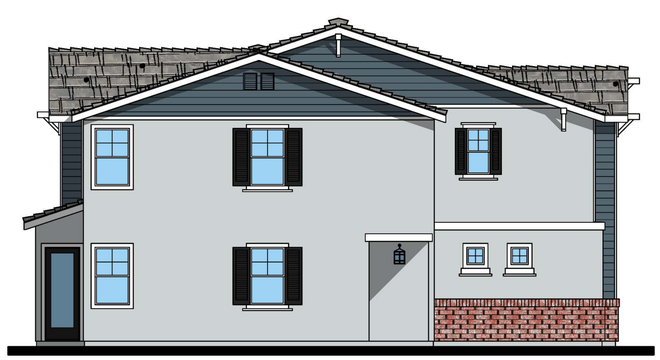
PLAN 1 PLAN 2

# FRONT ELEVATION
## CRAFTSMAN 2 COLOR SCHEME 4

*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

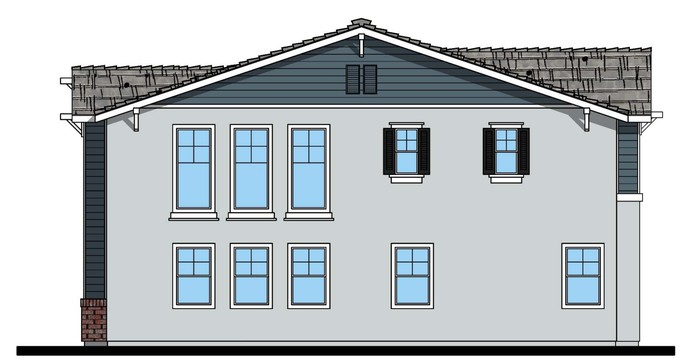
PLAN 2 PLAN 1

## REAR ELEVATION



PLAN 1

## LEFT



PLAN 2

## RIGHT

## 2-PLEX – BUILDING TYPE I
# BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT
OCEANSIDE, CA

# HALLMARK DEVELOPMENT CORP.
740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

SCALE : 3/16"=1'-0"
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5.3

PLAN 5
LOT 15

# FRONT ELEVATION
# CRAFTSMAN

COLOR SCHEME 3

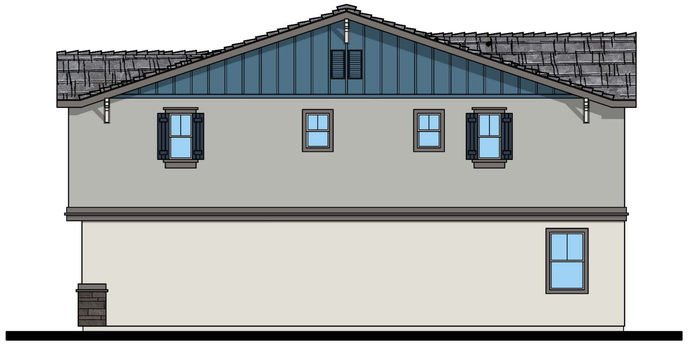
*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

PLAN 5
LOT 15

## REAR ELEVATION

PLAN 5
LOT 15

## LEFT



PLAN 5
LOT 15

## RIGHT

SINGLE UNIT – BUILDING TYPE II

# BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT

OCEANSIDE, CA

# HALLMARK DEVELOPMENT CORP.

740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

SCALE : 3/16"=1'-0"

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(949) 789-7535

5.4

PLAN 3 PLAN 4

# FRONT ELEVATION
LOTS 18+19

# SPANISH
COLOR SCHEME 1A

*ELEVATION STYLE IS INTERCHANGEABLE WITH ALL BUILDING TYPES

PLAN 4 PLAN 3

# REAR ELEVATION
LOTS 18+19

PLAN 3

# LEFT
LOT 19

PLAN 4

# RIGHT
LOT 18

## 2-PLEX – BUILDING TYPE III
# BUILDING ELEVATIONS

# GRACE STREET DEVELOPMENT
OCEANSIDE, CA

# HALLMARK DEVELOPMENT CORP.
740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075

SCALE : 3/16"=1'-0"
11/26/24
24007

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5.5

SW 7005
PURE WHITE

**Color 1** SHERWIN WILLIAMS

SW 6054
CANYON CLAY

**Color 4** SHERWIN WILLIAMS

SW 7547
SANDBAR

**Color 2** SHERWIN WILLIAMS

SW 7076
CYBERSPACE

**Color 5** SHERWIN WILLIAMS

SW 7040
SMOKEHOUSE

**Color 3** SHERWIN WILLIAMS

TEXAS RUBBLE
TEXAS CREAM

**Stone Veneer** CORONADO STONE

3636
PIEDMONT BLEND

**Roof** EAGLE ROOFING PRODUCTS

# Color Scheme 1

11/26/2024

## GRACE STREET DEV.

**OCEANSIDE, CA**

## Hallmark Development Corp.

**740 Lomas Santa Fe Drive, Suite 204**
**SOLANA BEACH, CA 92075**

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ARCHITECTURE • PLANNING • INTERIOR DESIGN
6 JENNER, STE 290, IRVINE, CALIFORNIA 92618
(949) 789-7535

**HALLMARK DEVELOPMENT CORP.**
**GRACE STREET**
Oceanside, California

November 26, 2024
**Project #24007**

**EXTERIOR COLORS AND MATERIALS**

# Scheme 1
# SPANISH

| DESCRIPTION | COLOR KEY | COLOR | MANUFACTURER |
|---|---|---|---|
| Low Profile Concrete Tile | ROOF TILE | 3636 Piedmont Blend | EAGLE |
| Primary Stucco | COLOR 1 | SW7005<br>Pure White | SHERWIN WILLIAMS |
| Door & Window Trim | COLOR 2 | SW7547<br>Sandbar | SHERWIN WILLIAMS |
| Garage Door & Fascia | COLOR 3 | SW7040<br>Smokehouse | SHERWIN WILLIAMS |
| Entry Door & Shutters | COLOR 4 | SW6054<br>Canyon Clay | SHERWIN WILLIAMS |
| Entry Door & Shutters | COLOR 5 | SW7076<br>Cyberspace | SHERWIN WILLIAMS |
| Stone Veneer | | Texas Rubble<br>Texas Cream | CORONADO STONE |

COLORS AND MATERIALS MAY BE SUBJECT TO CHANGE.

■ ■ ■

**FLAIR ARCHITECTS, INC.**
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Phone: 949 789-7535

**HALLMARK DEVELOPMENT CORP.**
**GRACE STREET**
Oceanside, California

**N**ovember 26, 2024
**Project #24007**

**EXTERIOR COLORS AND MATERIALS**

# Scheme 1A
# SPANISH

| DESCRIPTION | COLOR KEY | COLOR | MANUFACTURER |
|---|---|---|---|
| Low Profile Concrete Tile | ROOF TILE | 3636 Piedmont Blend | EAGLE |
| Primary Stucco | COLOR 1 | SW7005 Pure White | SHERWIN WILLIAMS |
| Secondary Stucco | COLOR 2 | SW7547 Sandbar | SHERWIN WILLIAMS |
| Trims & Fascia | COLOR 3 | SW7040 Smokehouse | SHERWIN WILLIAMS |
| Entry Door & Shutters & Garage Door | COLOR 4 | SW6054 Canyon Clay | SHERWIN WILLIAMS |
| Entry Door & Shutters & Garage Door | COLOR 5 | SW7076 Cyberspace | SHERWIN WILLIAMS |

COLORS AND MATERIALS MAY BE SUBJECT TO CHANGE.

■ ■ ■

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**Color 1** HARDIE/SHERWIN WILLIAMS

**Color 4** SHERWIN WILLIAMS

**Color 2** HARDIE/SHERWIN WILLIAMS

**Color 5** SHERWIN WILLIAMS

**Color 3** SHERWIN WILLIAMS

**Stone Veneer** CORONADO STONE

**Roof** EAGLE ROOFING PRODUCTS

# Color Scheme 2

**01/21/2025**

## GRACE STREET DEV.

**OCEANSIDE, CA**

## Hallmark Development Corp.

**740 Lomas Santa Fe Drive, Suite 204**
**SOLANA BEACH, CA 92075**

24007

FLAIR ARCHITECTS

FLAIR ARCHITECTS, INC.
ARCHITECTURE • PLANNING • INTERIOR DESIGN
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(949) 789-7535

**HALLMARK DEVELOPMENT CORP.**
**GRACE STREET**
Oceanside, California

**January** 21, 2025
**Project #24007**

**EXTERIOR COLORS AND MATERIALS**

# Scheme 2
# CRAFTSMAN

| DESCRIPTION | COLOR KEY | COLOR | MANUFACTURER |
|---|---|---|---|
| Flat Concrete Tile | ROOF TILE | SCB 8802 Nantucket Blend | EAGLE |
| Siding & Garage Door & Shutters | COLOR 1 | Countrylane Red<br>SW2802<br>Rockwood Red | JAMES HARDIE<br>SHERWIN WILLIAMS |
| Siding & Garage Door & Shutters | COLOR 2 | Timber Bark<br>SW7046<br>Anonymous | JAMES HARDIE<br>SHERWIN WILLIAMS |
| Fascia & Outlookers & Trims | COLOR 3 | SW7006<br>Extra White | SHERWIN WILLIAMS |
| Primary Stucco | COLOR 4 | SW7037<br>Balanced Beige | SHERWIN WILLIAMS |
| Entry Door & Shutters | COLOR 5 | SW2848<br>Roycroft Pewter | SHERWIN WILLIAMS |
| Stone Veneer | | Honey Ledge<br>Grey Quartzite | CORONADO STONE |

COLORS AND MATERIALS MAY BE SUBJECT TO CHANGE.

■ ■ ■

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Phone: 949 789-7535

SW 2850
CHELSEA GRAY

**Color 1** SHERWIN WILLIAMS

SW 9149
INKY BLUE

**Color 4** SHERWIN WILLIAMS

SW 7019
GAUNTLET GRAY

**Color 2** SHERWIN WILLIAMS

SW 6478
WATERY

**Color 5** SHERWIN WILLIAMS

SW 9166
DRIFT OF MIST

**Color 3** SHERWIN WILLIAMS

SW 6244
NAVAL

**Color 6** SHERWIN WILLIAMS

4697
SLATE RANGE

**Roof** EAGLE ROOFING PRODUCTS

PRAIRIE STONE
SMOKE

**Stone Veneer** CORONADO STONE

# Color Scheme 3

11/26/2024

## GRACE STREET DEV.

**OCEANSIDE, CA**

## Hallmark Development Corp.

**740 Lomas Santa Fe Drive, Suite 204**
**SOLANA BEACH, CA 92075**

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**HALLMARK DEVELOPMENT CORP.**
**GRACE STREET**
Oceanside, California

**N**ovember 26, 2024
**Project #24007**

**EXTERIOR COLORS AND MATERIALS**

# Scheme 3
# CRAFTSMAN

| DESCRIPTION | COLOR KEY | COLOR | MANUFACTURER |
|---|---|---|---|
| Flat Concrete Tile | ROOF TILE | 4697 Slate Range | EAGLE |
| Primary Stucco | COLOR 1 | SW2850<br>Chelsea Gray | SHERWIN WILLIAMS |
| Trims & Fascia | COLOR 2 | SW7019<br>Gauntlet Gray | SHERWIN WILLIAMS |
| Secondary Stucco & Outlookers | COLOR 3 | SW9166<br>Drift of Mist | SHERWIN WILLIAMS |
| Board ‘n’ Batt Siding | COLOR 4 | SW9149<br>Inky Blue | SHERWIN WILLIAMS |
| Horizontal Siding | COLOR 5 | SW6478<br>Watery | SHERWIN WILLIAMS |
| Entry Door & Shutters<br>Garage Door | COLOR 6 | SW6244<br>Naval | SHERWIN WILLIAMS |
| Stone Veneer | | Prairie Stone<br>Smoke | CORONADO STONE |

COLORS AND MATERIALS MAY BE SUBJECT TO CHANGE.

■ ■ ■

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Phone: 949 789-7535

SW 6232
MISTY

**Color 1** SHERWIN WILLIAMS

EVENING BLUE

**Color 3** JAMES HARDIE

SW 7006
EXTRA WHITE

**Color 2** SHERWIN WILLIAMS

SW 6992
INKWELL

**Color 4** SHERWIN WILLIAMS

4883
HILLSBOROUGH BLEND

**Roof** EAGLE ROOFING PRODUCTS

SICILIAN BRICK
MARSALA BLEND

**Stone Veneer** CORONADO STONE

# Color Scheme 4

11/26/2024

## GRACE STREET DEV.

**OCEANSIDE, CA**

## Hallmark Development Corp.

**740 Lomas Santa Fe Drive, Suite 204**
**SOLANA BEACH, CA 92075**

24007

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**HALLMARK DEVELOPMENT CORP.**
**GRACE STREET**
Oceanside, California

**N**ovember 26, 2024
**Project #24007**

**EXTERIOR COLORS AND MATERIALS**

# Scheme 4
# CRAFTSMAN

| DESCRIPTION | COLOR KEY | COLOR | MANUFACTURER |
|---|---|---|---|
| Flat Concrete Tile | ROOF TILE | 4883 Hillsborough Blend | EAGLE |
| Primary Stucco | COLOR 1 | SW6232 Misty | SHERWIN WILLIAMS |
| Fascia & Outlookers, Door & Window Trim, Garage Door | COLOR 2 | SW7006 Extra White | SHERWIN WILLIAMS |
| Siding | COLOR 3 | Evening Blue | JAMES HARDIE |
| Entry Door & Shutters | COLOR 4 | SW6992 Inkwell | SHERWIN WILLIAMS |
| Brick Veneer | | Sicilian Brick Marsala Blend | CORONADO STONE |

COLORS AND MATERIALS MAY BE SUBJECT TO CHANGE.

■ ■ ■

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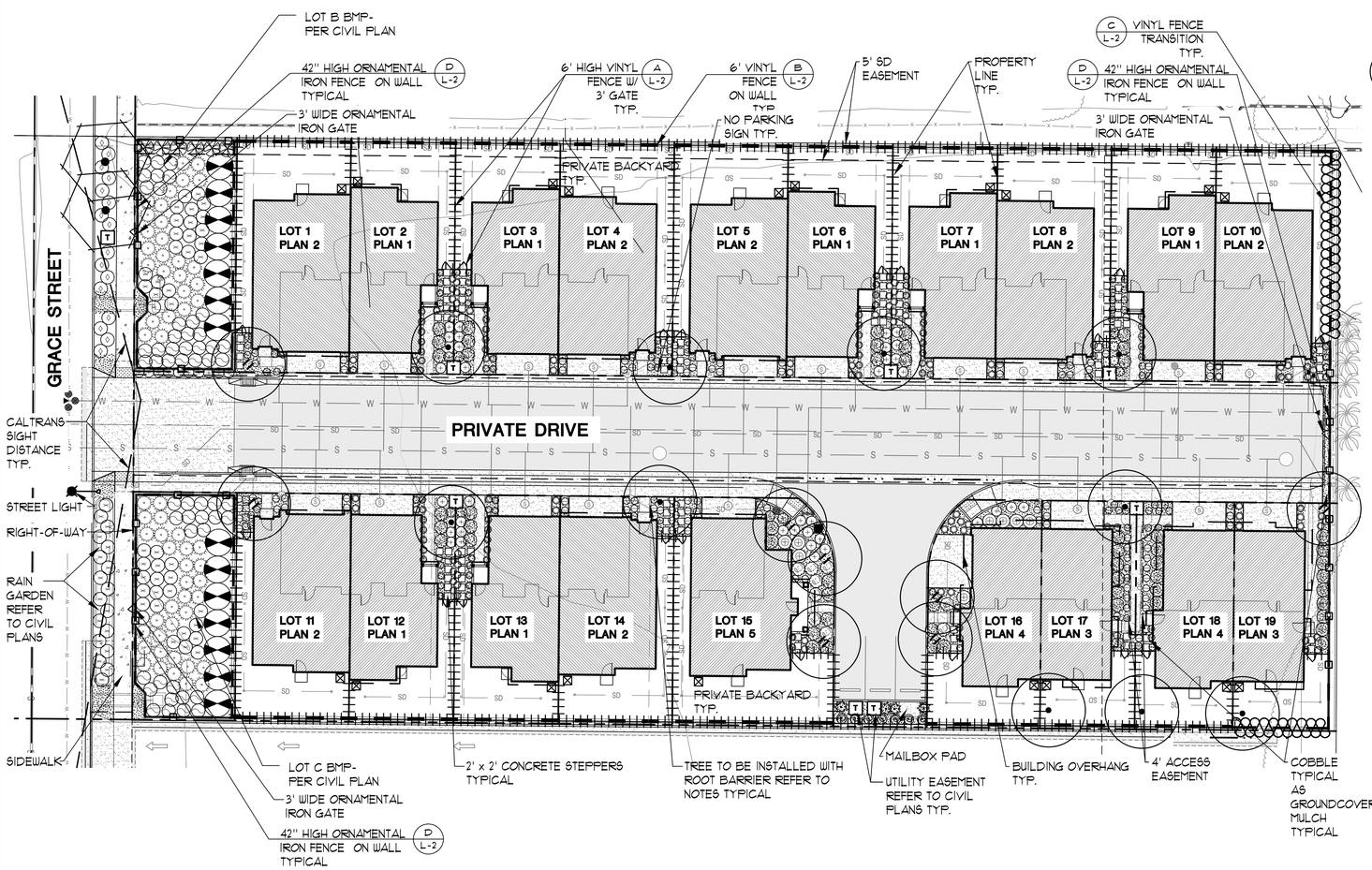
Phone: 949 789-7535

# 5.04 ATTACHMENT 4




## PLANT SCHEDULE

| STREET TREES | BOTANICAL / COMMON NAME | CONT | WUCOLS | SPACING |
|---|---|---|---|---|
| | ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE STD. | 24" BOX | L | AS SHOWN |

| PROJECT TREES | | | | |
|---|---|---|---|---|
| | RHAPHIOLEPIS 'MAJESTIC BEAUTY' / MAJESTIC BEAUTY TREE STD. | 15 GAL. | M | AS SHOWN |
| | ERIOBOTRYA DEFLEXA 'COPPERTONE' / COPPERTONE LOQUAT | 15 GAL. | M | AS SHOWN |

| SHRUBS | BOTANICAL / COMMON NAME | CONT | WUCOLS | SPACING |
|---|---|---|---|---|
| | DIANELLA REVOLUTA 'LITTLE REV'/ LITTLE REV FLAX LILY | 1 GAL. | L | 3' O.C. |
| | ALOE 'BLUE ELF'/ BLUE ELF ALOE | 1 GAL. | L | 3' O.C. |
| | BULBINE FRUTESCENS 'HALLMARK' / ORANGE BULBINE | 1 GAL. | L | 3' O.C. |
| | CAREX DIVULSA / EUROPEAN GREY SEDGE | 1 GAL. | L | 3' O.C. |
| | CALLISTEMON V. 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH | 5 GAL. | L | 5' o.c. |
| | RHAPHIOLEPIS UMBELLATA 'MINOR' / DWARF YEDDA HAWTHORN | 5 GAL. | L | 4' o.c. |
| | OLEA EUROPAEA 'MONTRA' / LITTLE OLLIE OLIVE | 5 GAL. | L | 4' O.C. |
| | CHONDROPETALUM TECTORUM / SMALL CAPE RUSH | 1 GAL. | L | 4' o.c. |
| | FURCRAEA FOETIDA 'VARIEGATA' / VARIEGATED FALSE AGAVE | 5 GAL. | L | 60" o.c. |
| | PHORMIUM X 'YELLOW WAVE' / 'YELLOW WAVE NEW ZEALAND FLAX | 5 GAL. | L | 5' o.c. |
| | PHORMIUM X 'AMAZING RED' / AMAZING RED NEW ZEALAND FLAX | 5 GAL. | L | 5' o.c. |
| | JUNCUS PATENS / CALIFORNIA GRAY RUSH | 1 GAL. | L | 4' o.c. |
| | LANTANA X 'NEW GOLD' / NEW GOLD LANTANA | 1 GAL. | L | 4' o.c. |
| | WESTRINGIA FRUTICOSA 'WESO5' / 'MUND' COAST ROSEMARY | 1 GAL. | L | 4' o.c. |
| | ROSMARINUS OFFICINALIS 'PROSTRATUS' / DWARF ROSEMARY | 1 GAL. | L | 4' O.C. |
| | LEYMUS C. 'CANYON PRINCE' / CANYON PRINCE GIANT WILD RYE | 1 GAL. | L | 5' o.c. |
| | LOMANDRA LONGIFOLIA 'BREEZE' / BREEZE MAT RUSH | 5 GAL | L | 4' o.c. |
| | MUHLENBERGIA RIGENS / DEER GRASS | 5 GAL | L | 4' O.C. |
| | AGAVE ATTENUATA | 5 GAL | L | 4' O.C |
| | MUHLENBERGIA RIGENS / DEER GRASS | 5 GAL | L | 5' o.c. |
| | HESPERALOE PARVIFLORA 'PERPA'/ HESPERALOE | 5 GAL. | L | 4' o.c. |
| | PENSTEMON SPECTABILIS/ BRAKELIGHTS RED YUCCA | 5 GAL. | L | 4' o.c. |
| | CALLISTEMON VIMINALIS 'CV01'/ SLIM CALLISTEMON | 15 GAL. | L | 48" o.c. |
| | PITTOSPORUM TENUIFOLIUM' SILVER SHEEN / SILVER SHEEN KAHUHU | 15 GAL. | M | 5' o.c. |
| | PODOCARPUS MACROPHYLLUS VAR. MAKI/ SHRUBBY PODOCARPUS | 15 GAL. | M | 48' O.C. |
| | MYRICA CALIFORNICA / PACIFIC WAX MYRTLE | 5 GAL. | L | 8' o.c. |
| | RHAMNUS CALIFORNICA 'EVE CASE'/ COFFEEBERRY | 5 GAL. | L | 6' o.c. |
| | YUCCA FILAMENTOSA 'COLOR GUARD' / COLOR GUARD ADAM'S NEEDLE | 1 GAL. | L | 4' o.c. |
| | ALOE 'MOONGLOW'/ MOONGLOW ALOE | 1 GAL. | L | 4' o.c. |

| GROUND COVERS | BOTANICAL / COMMON NAME | CONT | L/M/H | SPACING |
|---|---|---|---|---|
| | BLACK MEXICAN BEACH PEBBLE - 2-3" DIA. 3" DEPTH (COLOR & STYLE TO MATCH ARCHITECTURAL DESIGN) | | | |

# CONCEPTUAL LANDSCAPE PLAN

0 10' 20' 40'

24 X 36 SCALE: 1" = 20'

EXISTING CONDITIONS, ACCESS ROADS, EASEMENTS AND UTILITIES:
REFER TO CIVIL GRADING PLAN FOR LOCATION AND TYPES OF EXISTING AND PROPOSED UTILITIES, EASEMENTS AND PROPERTY LINES AND ACCESS ROADS. REFER TO CIVIL PLANS FOR LOCATION OF DRAINAGE SYSTEM, BROW DITCHES (IF ANY), RETAINING WALLS, INFORMATION ABOUT WATER QUALITY BASINS, STREET AND BMP SECTIONS, AND LIMITS OF WORK. CONCEPTUAL LANDSCAPE IS BASED ON ELECTRONIC BASE INFORMATION PROVIDED BY CIVIL ENGINEER. SEE ADDITIONAL NOTES, SHEET L-2.

TRACT # 24-0005
APN: 148-320-42-00


THE LIGHTFOOT PLANNING GROUP
PLANNING
SITE DESIGN
LANDSCAPE ARCHITECTURE
2237 FARADAY AVE SUITE 120
CARLSBAD, CA 92008
(760) 692-1924
LIGHTFOOT@LIGHTFOOTPG.COM


LICENSED LANDSCAPE ARCHITECT
JAMES L. TAYLOR No. 2981
Signature
10/31/26
Renewal Date
Date
STATE OF CALIFORNIA

HALLMARK DEVELOPMENT CORP.
240 GRACE ST
OCEANSIDE, CALIFORNIA

Scale: 1" = 20'
Date: 11/22/24
Drawn By: EE
Revisions:
11/26/24
2/25/25

CONCEPTUAL LANDSCAPE PLAN

Job # 641.40.1

L-1
2

## URBAN FORESTRY PROGRAM COMPLIANCE- CODE 3049

| PROPOSED TREE CANOPY CALCULATION - 240 GRACE STREET | | | | |
|---|---|---|---|---|
| DESCRIPTION | CANOPY DIA. (FT) | CANOPY (SF.) | QUANTITY | EXTENSION (SF.) |
| Project Tree Proposed | 22 * | 380 | 18 | 6840 |
| | | | | |
| GRACE ST ROW | 25 * | 490 | 2 | 980 |
| Total square footage of Proposed Tree Canopy Area | | | | 7,820 |
| Proposed Canopy Area Percentage of Project Site Area (1.43 ac.) @ 62,530 SF. | | | | 12.5% |

* NOTE: INFORMATION ON MATURE DIMENSIONS OF TREE SPECIES WAS COLLECTED FROM UFEI SELECT TREE WEB SITE FROM CALIFORNIA POLYTECHNIC STATE UNIVERSITY. https://selectree.calpoly.edu/

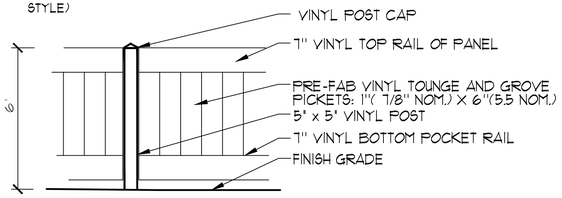
| LANDSCAPE AREA SUMMARY | |
|---|---|
| DESCRIPTION | LANDSCAPE AREA (SF) |
| RIGHT-OF-WAY Planting Grace Street | 812 |
| Front Yard Private Landscape | 4557 |
| L.A. Outside Fence | 1066 |
| BMP Planter | 3912 |
| Private Patio Area | 12030 |
| **TOTAL PROJECT LANDSCAPE AREA** | **22377** |
| PROJECT SITE AREA (1.43 a.c.) @ 62,530 S.F. | 62,530 |
| PERMEABLE SURFACE AREA | 36% |

**Minimum Tree Canopy and Permeable Surface Area Requirements**

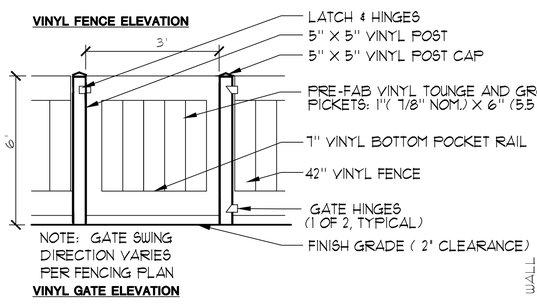
| Project Site Area | Minimum Tree Canopy Area | Minimum Permeable Surface Area |
|---|---|---|
| 1 acre or more | 12% | 22% |
| 1/3 acre to 1 acre | 9% | 16% |
| Less than 1/3 acre | 7% | 10% |

6' VINYL FENCE WITH MATCHING GATES. FOR TYPICAL FRONT, SIDE YARD FENCING AND REAR FENCE., REFER TO PLAN FOR LAYOUT.

(COLOR: WHITE OR APPROVED EQUAL- STYLE AND COLOR TO MATCH ARCHITECTURAL STYLE)



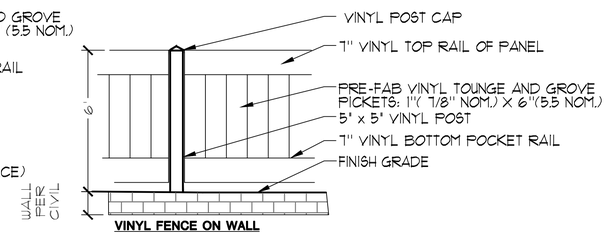

**VINYL FENCE ELEVATION**




**VINYL GATE ELEVATION**

(RESIDENTIAL FENCE PLAN SYMBOL)

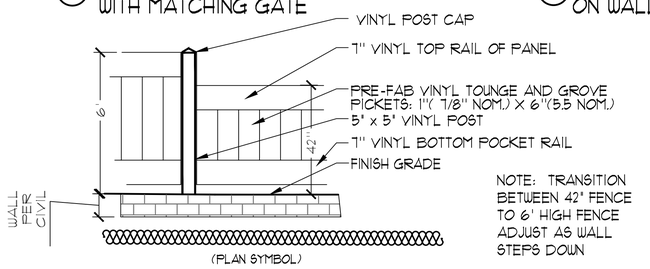
### (A) CONCEPTUAL VINYL FENCE WITH MATCHING GATE




**VINYL FENCE ON WALL**

(RESIDENTIAL FENCE PLAN SYMBOL)

### (B) CONCEPTUAL VINYL FENCE ON WALL



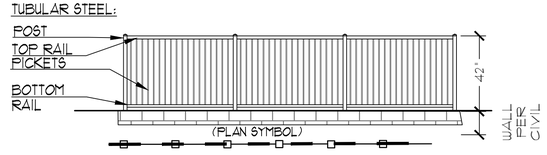

NOTE: TRANSITION BETWEEN 42" FENCE TO 6' HIGH FENCE ADJUST AS WALL STEPS DOWN

(PLAN SYMBOL)

### (C) CONCEPTUAL VINYL FENCE TRANSITION

AN ORNAMENTAL IRON (TUBULAR STEEL) FENCE WITH GATE AT BMP
(COLOR: BLACK)

TUBULAR STEEL:




(PLAN SYMBOL)

### (D) CONCEPTUAL ORNAMENTAL IRON FENCE ON WALL

## LANDSCAPE CONCEPT DESIGN STATEMENT AND NOTES

THE LANDSCAPE EMBRACES VISUAL ENHANCEMENT FOR PROSPECTIVE RESIDENTS OF THE SITE AND AIMS TO PROVIDE CURB APPEAL FOR BOTH THE PROJECT AND THE NEIGHBORHOOD.

THE SIMPLE / DRY TOLERANT LANDSCAPE DESIGN FOR THE PROJECT EMBRACES LOW IMPACT DEVELOPMENT LANDSCAPE AND POTENTIAL LOW MAINTENANCE FOR RESIDENCE.

THE PROJECTS BIO-BASIN WILL HELP CAPTURE AND TREAT RAINWATER FROM THE STREET AND PRIVATE LOTS BEFORE PUTTING IT INTO THE STORMDRAIN SYSTEM. THE BIO BASIN WILL ENHANCE THE OVERALL SITE MAKING IT VISUALLY APPEALING WITH A RHYTHMIC FASHION PLANT PALETTE, WITH CONTRASTING FORM, COLOR AND TEXTURE THAT PROVIDES VISUAL UNITY FOR THE DEVELOPMENT.

THE RIGHT-OF-WAY LANDSCAPE PROVIDES AN ATTRACTIVE PLANTING THAT IS SIMPLE MASSING OF CONTRASTING FORMS AND TEXTURES THAT FLOW INTO THE PRIVATE RESIDENCE. HELPING TO FLOW RIGHT-OF-WAY LANDSCAPE AND PRIVATE LANDSCAPE AS ONE.

EACH LOT WILL HAVE IT'S OWN TRASH RECEPTACLE USE. REFER TO ARCHITECTURAL PLANS.

TREES ARE AN IMPORTANT PART OF THE LANDSCAPE FOR THE PROJECT. LOCATIONS HAVE BEEN CAREFULLY SELECTED TO PROVIDE ACCENT AND SELECTIVE SCREENING AND SCALE TO THE BUILDING. ALL TREES HAVE BEEN SELECTED FOR THEIR SALT TOLERANCES AND TREATMENT QUALIFICATIONS AND ALL PROJECT TREES SHALL RESPECT CITY-REQUIRED ROOT BARRIER REQUIREMENTS AND CLEARANCES FOR FIRE APPARATUS, UTILITIES AND EASEMENTS.

ALL PLANTINGS WILL BE GROUPED BY HYDROZONES SO THAT THEY MAY BE IRRIGATED EFFICIENTLY AND IN ACCORDANCE WITH THE CITY'S WATER CONSERVATION ORDINANCE. THE LANDSCAPE IS DESIGNED WITH LOW MAINTENANCE IN MIND, WITH NO SHEARING REQUIRED AND ONLY HAND PRUNING TO SHAPE AND REMOVE DEAD FLOWERS AND CONTROL VIEWS AND SCREENING.

SUMMARY OF PROJECT DESIGN HIGHLIGHTS:

- THE TREE PALETTE INCLUDES TREES SELECTED FOR THEIR SIZE, FORM AND ORNAMENTAL QUALITIES RELATIVE TO THE ARCHITECTURE AND SITE LOCATION. (TREE BARRIER SHALL BE INSTALLED TO MEET CITY STANDARDS)
- TREES, SHRUBS AND VERTICAL ACCENT PLANTS WILL CONSIDER ACCENT, SCREENING AND SHADING QUALITIES (MICROCLIMATE MODIFICATION).
- TREE LOCATIONS SHALL OBSERVE ALL CLEARANCES TO UTILITIES AND EASEMENTS. AND ROOT BARRIERS SHALL BE EMPLOYED TO PROTECT HARDSCAPE AND UTILITIES PER OCEANSIDE STANDARDS.
- PROPOSED STORMWATER BMP PLANTER ARE HIGHLY ORNAMENTAL IN SPECIES COMPOSITION AND WILL BE IN CONFORMANCE WITH THE ENGINEER'S PLANS AND TREATMENT EXPECTATIONS.

GENERAL NOTES:
THIS CONCEPTUAL LANDSCAPE PLAN DIAGRAMMATICALLY SHOWS PLACEMENT OF PROPOSED PROJECT LANDSCAPING. CONSTRUCTION LANDSCAPE PLANS SHOW PLACEMENT OF TREES, SHRUBS AND GROUND COVERS. FINAL LANDSCAPE PLANS SHALL ACCURATELY SHOW PLACEMENT OF TREES, SHRUBS AND GROUNDCOVERS AND REQUIRED ROOTBARRIERS FOR TREES.
THE LANDSCAPE ARCHITECT IS AWARE OF ALL UTILITY, SEWER AND STORM DRAIN EASEMENTS AND THE CITY OF OCEANSIDE POLICY WHICH PROHIBITS TREES AND STRUCTURES IN UTILITY EASEMENTS. TREE LOCATIONS SHALL BE PLACED ACCORDINGLY TO MEET THE CITY OF OCEANSIDE REQUIREMENTS.
ALL PERTINENT UTILITY EASEMENTS ARE PER THE CIVIL ENGINEERING PLAN AND BASE SHEET INFORMATION. LANDSCAPE CONSTRUCTION PLANS SHALL SHOW ALL EASEMENTS THAT MAY AFFECT FINAL PLACEMENT OF PROJECT TREES AND SHRUBS, BASED ON THE EASEMENT AND UTILITY INFORMATION RECEIVED FROM THE PROJECT ENGINEER.

EXISTING CONDITIONS, EASEMENTS, WALLS, FENCES & TRASH ENCLOSURES:
REFER TO CIVIL ENGINEERING PLAN FOR LOCATION AND TYPES OF EXISTING AND PROPOSED WALLS, UTILITES, EASEMENTS AND PROPERTY LINES.

IRRIGATION NOTES: AUTOMATIC IRRIGATION SHALL BE INSTALLED AS REQUIRED TO PROVIDE COVERAGE FOR PLANTING AREAS SHOWN ON THE CONCEPTUAL PLAN. AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AS REQUIRED TO PROVIDE COVERAGE FOR PLANTING AREAS SHOWN ON THE PLAN. LOW VOLUME IRRIGATION EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH A MINIMUM WATER LOSS DUE TO WATER RUN-OFF. IRRIGATION SYSTEMS SHALL USE HIGH QUALITY, AUTOMATIC CONTROL VALVES, TIMERS AND OTHER NECESSARY EQUIPMENT FOR PROPER COVERAGE. CONTROLLER SHALL BE 'SMART' CONTROLLER. ALL COMPONENTS SHALL BE OF NON-CORROSIVE MATERIAL AND ANY DRIP SYSTEMS SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER GUIDELINES. CLASS 315 PRESSURE OR SCHEDULE 40 MAINLINE SHALL BE BURIED TO A MINIMUM DEPTH OF 18''. PVC LATERAL LINES SHALL BE BURIED 12'' MINIMUM BELOW FINISH GRADE. ALL MAINLINE SHALL BE INSTALLED PER MANUFACTURER GUIDELINES, SPECIFICATIONS, AND ADHERE TO CODES AND GUIDELINES. ALL LANDSCAPE AND IRRIGATION IMPROVEMENTS SHALL BE INSTALLED PER THE PROVISIONS OF THE CITY OF OCEANSIDE WATER CONSERVATION ORDINANCE SECTION 3019, THE CITY OF OCEANSIDE LANDSCAPE DESIGN GUIDELINES AND SHALL BE CONSISTENT WITH CURRENT STORMWATER BMP'S.

PLANTING NOTES:
THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, ENVIRONMENTAL SENSITIVITY, WATER CONSERVATION AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS, AND APPROPRIATE SUPPLEMENTS BASED UPON AN AGRICULTURAL SOILS ANALYSIS REPORT FROM SOIL SAMPLE TAKEN FROM THE SITE. GROUND COVERS OR BARK MULCH SHALL FILL IN BETWEEN THE SHRUBS TO PROTECT THE SOIL FROM EXCESSIVE SOLAR EXPOSURE, EVAPOTRANSPIRATION AND SURFACE WATER RUNOFF. ALL PLANTING AREAS SHALL BE MULCHED TO A DEPTH OF 3'' TO HELP CONSERVE WATER, LOWER THE SOIL TEMPERATURE AND REDUCE WEED GROWTH. SHRUBS SHALL BE ALLOWED TO GROW INTO THEIR NATURAL FORMS WITHOUT SHEARING ALL LANDSCAPE IMPROVEMENTS SHALL CONFORM TO THE CURRENT CITY OF OCEANSIDE GUIDELINES AS WELL AS ALL STREET TREES AND OTHER TREES SHALL SPATIAL REQUIREMENTS AND CLEARANCES.

GENERAL MAINTENANCE AND COMPLIANCE WITH ORDINANCE CODE 3049 URBAN FORESTRY PROGRAM
THE HOA ASSOCIATION SHALL MAINTAIN PROPOSED BMP'S ALONG GRACE STREET. THE PROJECT SHALL COMPLY WITH CODE 3049 URBAN FORESTRY PROGRAM AND PROVIDE INFORMATION AND COMPLIANCE REGARDING REGULAR, SEASONAL AND EMERGENCY MAINTENANCE, TRASH ABATEMENT, IRRIGATION, TREE/PLANT CARE, TREE REPLACEMENT, INSECT AND DISEASE INFESTATION PREVENTION, INTEGRATED PEST MANAGEMENT AND APPROPRIATE RESPONSE PROCESSES. FAILURE TO COMPLY WITH MAINTENANCE IN A CONSISTENT MANNER WITH THE APPROVED (LTCMP) LANDSCAPE TREE CANOPY MANAGEMENT PLAN SHALL SUBJECT THE PROJECT TO CODE ENFORCEMENT ACTION. SEE ADDITIONAL NOTES FOR FIRE CODE COMPLIANCE.

PROJECT SPECIFIC MAINTENANCE NOTES:
STORMWATER BMP AND RIGHT OF WAY ON GRACE WILL BE MAINTAINED BY HOA. ALL FRONT YARD, SIDE YARDS AND REAR YARD SHALL BE PRIVATELY MAINTAINED BY EACH RESIDENTIAL OWNER. LANDSCAPE AREAS SHALL BE MAINTAINED PER THE CITY OF OCEANSIDE REQUIREMENTS.

PROJECT STORM WATER MANAGEMENT PLAN (SWMP)
LANDSCAPING SHALL COMPLY WITH THE APPROVED STORMWATER MANAGEMENT PLAN AND MAINTENANCE SPECIFICATIONS AT CONSTRUCTION DRAWINGS, WITH ALL PLANTING SHOWN.

TREE PLACEMENT SHALL BE DETERMINED DURING THE CONSTRUCTION PHASE, BASED ON FINAL LOCATIONS OF UTILITIES, STREET LIGHTS AND EASEMENTS. STREET TREES AND OTHER TREES SHALL BE SPACED AS FOLLOWS:
A. 8' FROM TRANSFORMERS, CABLE AND PULL BOXES
B. 5' FROM MAILBOXES
C. 5' FROM FIRE HYDRANTS, ALL SIDES
D. 10' FROM CENTERLINE OF ALL UTILITY LINES (W/O EASEMENT) SEWER, WATER, STORM DRAINS, DBL. CHECK DETECTORS, AIR RELIEF VALVES AND GAS LINES
E. 10' FROM EASEMENT BOUNDARIES (SEWER, WATER, STORM DRAINS, ACCESS OR OTHER UTILITIES)
F. 10' FROM DRIVEWAYS (UNLESS LINE OF SIGHT DETERMINED BY TRAFFIC DIVISION IS OTHERWISE
G. 10' FROM DIRECTIONAL SIGNS
H. 15' FROM STREETLIGHTS, OTHER UTILITY POLES, AD DETERMINED BY SPECIFICATIONS
I. STREET TREES SHALL BE PLANTED 3' OUTSIDE RIGHT-OF-WAY IF IT DOES NOT PROVIDE SPACE, SUBJECT TO THE CITY ENGINEER'S APPROVAL
J. LINE OF SIGHT AT ARTERIALS, COLLECTOR AND LOCAL STREETS SHALL BE REVIEWED AND DETERMINED BY TRAFFIC ENGINEER. A MIN. OF 25' FROM STREET INTERSECTION SHOULD BE PROIVIDED OR AS OTHERWISE APPROVED BY THE TRAFFIC ENGINEER.
K. 15' STREETLIGHT AND STOP SIGN OR CLEARANCE AS DETERMINED BY SPECIFICATIONS
L. ALL CLEARANCES FOR FIRE VEHICLES SHALL BE MET AT CONSTRUCTION DWGS.

FIRE CODE COMPLIANCE
1. THE LANDSCAPE IMPROVEMENT PLAN SET AND INSTALLATION ARE REQUIRED TO IMPLEMENT APPROVED FIRE DEPARTMENT REGULATIONS, CODES AND STANDARDS AT THE TIME OF PROJECT APPROVAL.
2. TREES FOR THE PROJECT SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 13'-6'' FROM TOP OF FIRE ACCESS ROADWAY TO LOWEST BRANCHES OF TREE AT MATURITY AND HAVE A MINIMUM OF 28' WIDTH CLEARANCE IN FIRE ACCESS ROADWAYS EXCEPT AS ACCEPTED BY THE OCEANSIDE FIRE DEPARTMENT.
3. ALL FDC LOCATIONS SHALL BE SHOWN ON PLANS FOR REFERENCE, AND SHALL BE INSTALLED FROM CIVIL IMPROVEMENT PLANS.
4. A CLEAR PATH TO THE FIRE EQUIPMENT SHALL BE MAINTAINED WITH A MINIMUM CLEARANCE OF 3' FROM ALL VEGETATION.


THE LIGHTFOOT PLANNING GROUP
PLANNING
SITE DESIGN
LANDSCAPE ARCHITECTURE
2237 FARADAY AVE SUITE 120
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(760) 692-1924
LIGHTFOOT@LIGHTFOOTPG.COM


LICENSED LANDSCAPE ARCHITECT
JAMES L. TAYLOR No. 2981
Signature
10/31/26
Renewal Date
Date
STATE OF CALIFORNIA

# HALLMARK DEVELOPMENT CORP.
# 240 GRACE ST
## OCEANSIDE, CALIFORNIA

| | |
|---|---|
| Scale: | AS NOTED |
| Date: | 11/22/24 |
| Drawn By: | EE |
| Revisions: | |
| | 11/26/24 |
| | 2/25/25 |

## CONCEPTUAL LANDSCAPE PLAN

Job # 641.40.1

L-2
2

**LOS Engineering, Inc.**
**Traffic and Transportation**

11622 El Camino Real, Suite 100, San Diego, CA 92130
Phone 619-890-1253, E-mail: Justin@LOSengineering.com

**MEMO**

May 6, 2025

To: Mr. Sean Santa Cruz
Hallmark Development Corp.
740 Lomas Santa Fe Dr, Suite 204
Solana Beach, CA 92075

From: Justin Rasas, P.E.

RE: Grace Street On-Street Parking Survey for the 240 Grace Street Project

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The purpose of this memo is to document the results of the on-street parking demand survey along Grace Street between Foster Street and Maxon Street.

After accounting for parking restrictions such as fire hydrants and the "Daylight Law" (AB 413) prohibiting parking within 20 of any marked or unmarked crosswalk, there are approximately 22 parking spaces on the eastside of Grace Street from Foster to Maxon and approximately 22 parking spaces on the westside of Grace Street from Foster to Maxon for a total of approximately 44 on-street parking spaces.

Existing parking demand was collected over four days (Mon 4/21/25, Wed 4/23/25, Fri 4/25/25, and Sat 4/26/25) from 10 PM to 2 AM to account for potential workweek parking needs and to capture weekend demands. Counts Unlimited, Inc. collected the parking data using video and manually processing the parking demand. Conditions during the data collection were partly cloudy and generally between 55- and 59-degrees Fahrenheit.

As shown in **Table 1**, only one (1) vehicle was parked on the westside of Grace Street between Foster St and Maxon St on Saturday (4/26/25) between 10 PM and 11 PM.

**Table 1: On-Street Parking Demand for Grace St (Foster St to Maxon St)**

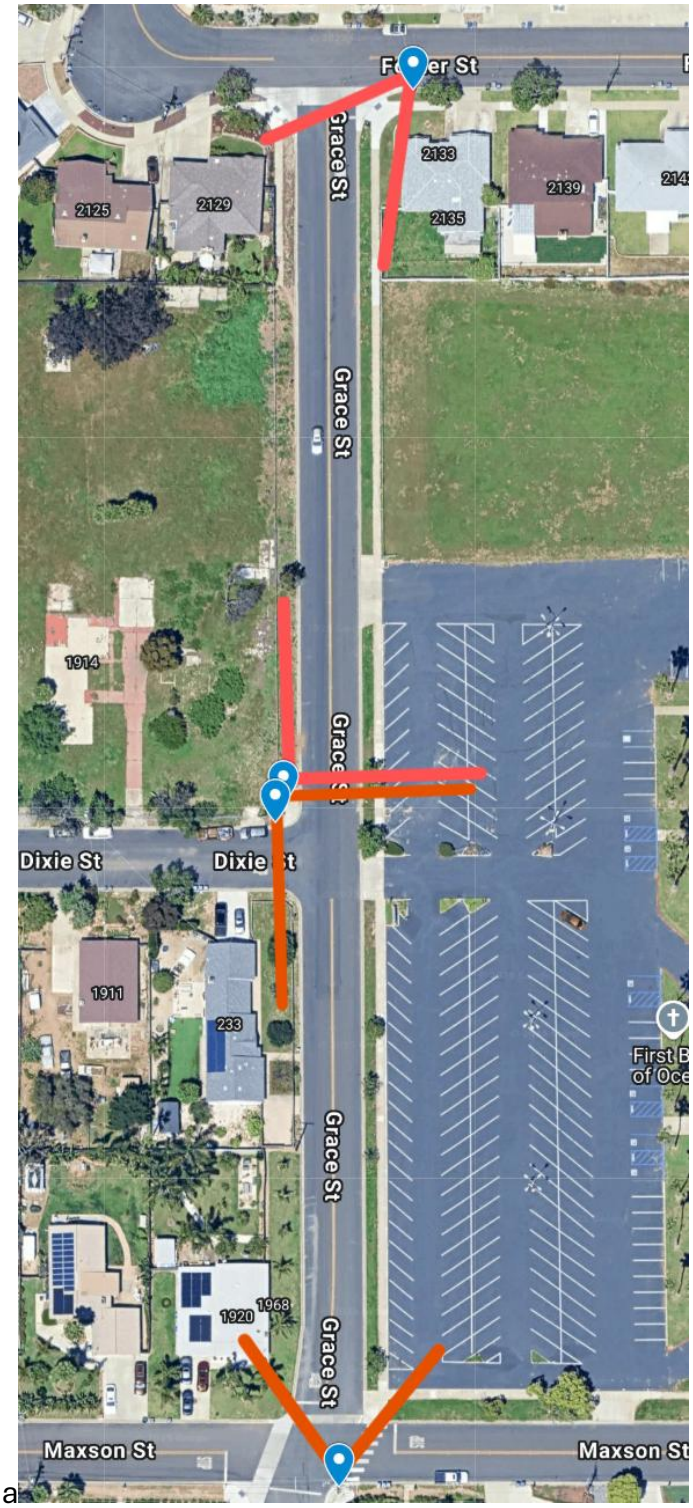
| Time | Side of Street | MON Occupied | 4/21/25 Percent | WED Occupied | 4/23/25 Percent | FRI Occupied | 4/25/25 Percent | SAT Occupied | 4/26/25 Percent |
|---|---|---|---|---|---|---|---|---|---|
| 10 PM to 11 PM | Eastside | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| | Westside | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 5.3% |
| | ***Total*** | ***0*** | ***0%*** | ***0*** | ***0%*** | ***0*** | ***0%*** | ***1*** | ***2.3%*** |
| 11 PM to 12 AM | Eastside | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| | Westside | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| | ***Total*** | ***0*** | ***0%*** | ***0*** | ***0%*** | ***0*** | ***0%*** | ***0*** | ***0%*** |
| 12 AM to 1 AM | Eastside | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| | Westside | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| | ***Total*** | ***0*** | ***0%*** | ***0*** | ***0%*** | ***0*** | ***0%*** | ***0*** | ***0%*** |
| 1 AM to 2 AM | Eastside | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| | Westside | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| | ***Total*** | ***0*** | ***0%*** | ***0*** | ***0%*** | ***0*** | ***0%*** | ***0*** | ***0%*** |

Based on a total of 16 hours of data collection over four days, there is minimal existing on-street parking demand along Grace Street between Foster Street and Maxon Street.

Attachments (Camera Placement and Data)

**Counts Unlimited, Inc. Camera Placement**

Two cameras were place looking north (one at Maxon St pointing north that can see past Dixie and for redundancy, a second camera was place at Dixie looking north). Two cameras were place looking south (one at Forester St pointing south that can see past Dixie and for redundancy, a second camera was place at Dixie looking south).




a

No Scale

**Oceanside**

Street Parking

Grace Street - From Foster Street to Maxson Street

Monday, April 21st, 2025

| | | Inventory | 10:00 PM | 11:00 PM | 12:00 AM | 1:00 AM | 2:00 AM |
|---|---|---|---|---|---|---|---|
| Grace Street between Foster St. and Dixie St. | East Side | 12 | 0 | 0 | 0 | 0 | 0 |
| | West Side | 13 | 0 | 0 | 0 | 0 | 0 |
| | Supply | 25 | | | | | |
| | Occupancy | | 0 | 0 | 0 | 0 | 0 |
| | Percent | | 0% | 0% | 0% | 0% | 0% |

| | | Inventory | 10:00 PM | 11:00 PM | 12:00 AM | 1:00 AM | 2:00 AM |
|---|---|---|---|---|---|---|---|
| Grace Street between Dixie St. and Maxson St. | East Side | 10 | 0 | 0 | 0 | 0 | 0 |
| | West Side | 9 | 0 | 0 | 0 | 0 | 0 |
| | Supply | 19 | | | | | |
| | Occupancy | | 0 | 0 | 0 | 0 | 0 |
| | Percent | | 0% | 0% | 0% | 0% | 0% |

| | | | | | | |
|---|---|---|---|---|---|---|
| Total Supply | 44 | | | | | |
| Total Occupancy | | 0 | 0 | 0 | 0 | 0 |
| Total Percent | | 0% | 0% | 0% | 0% | 0% |

**Oceanside**

Street Parking

Grace Street - From Foster Street to Maxson Street

Wednesday, April 23rd, 2025

| | | Inventory | 10:00 PM | 11:00 PM | 12:00 AM | 1:00 AM | 2:00 AM |
|---|---|---|---|---|---|---|---|
| Grace Street between Foster St. and Dixie St. | East Side | 12 | 0 | 0 | 0 | 0 | 0 |
| | West Side | 13 | 0 | 0 | 0 | 0 | 0 |
| | Supply | 25 | | | | | |
| | Occupancy | | 0 | 0 | 0 | 0 | 0 |
| | Percent | | 0% | 0% | 0% | 0% | 0% |

| | | Inventory | 10:00 PM | 11:00 PM | 12:00 AM | 1:00 AM | 2:00 AM |
|---|---|---|---|---|---|---|---|
| Grace Street between Dixie St. and Maxson St. | East Side | 10 | 0 | 0 | 0 | 0 | 0 |
| | West Side | 9 | 0 | 0 | 0 | 0 | 0 |
| | Supply | 19 | | | | | |
| | Occupancy | | 0 | 0 | 0 | 0 | 0 |
| | Percent | | 0% | 0% | 0% | 0% | 0% |

| | | | | | | |
|---|---|---|---|---|---|---|
| Total Supply | 44 | | | | | |
| Total Occupancy | | 0 | 0 | 0 | 0 | 0 |
| Total Percent | | 0% | 0% | 0% | 0% | 0% |

**Oceanside**

Street Parking

Grace Street - From Foster Street to Maxson Street

Friday, April 25th, 2025

| | | Inventory | 10:00 PM | 11:00 PM | 12:00 AM | 1:00 AM | 2:00 AM |
|---|---|---|---|---|---|---|---|
| Grace Street between Foster St. and Dixie St. | East Side | 12 | 0 | 0 | 0 | 0 | 0 |
| | West Side | 13 | 0 | 0 | 0 | 0 | 0 |
| | Supply | 25 | | | | | |
| | Occupancy | | 0 | 0 | 0 | 0 | 0 |
| | Percent | | 0% | 0% | 0% | 0% | 0% |

| | | Inventory | 10:00 PM | 11:00 PM | 12:00 AM | 1:00 AM | 2:00 AM |
|---|---|---|---|---|---|---|---|
| Grace Street between Dixie St. and Maxson St. | East Side | 10 | 0 | 0 | 0 | 0 | 0 |
| | West Side | 9 | 0 | 0 | 0 | 0 | 0 |
| | Supply | 19 | | | | | |
| | Occupancy | | 0 | 0 | 0 | 0 | 0 |
| | Percent | | 0% | 0% | 0% | 0% | 0% |

| | | | | | | |
|---|---|---|---|---|---|---|
| Total Supply | 44 | | | | | |
| Total Occupancy | | 0 | 0 | 0 | 0 | 0 |
| Total Percent | | 0% | 0% | 0% | 0% | 0% |

**Oceanside**

Street Parking

Grace Street - From Foster Street to Maxson Street

Saturday, April 26th, 2025

| | | Inventory | 10:00 PM | 11:00 PM | 12:00 AM | 1:00 AM | 2:00 AM |
|---|---|---|---|---|---|---|---|
| Grace Street between Foster St. and Dixie St. | East Side | 12 | 0 | 0 | 0 | 0 | 0 |
| | West Side | 13 | 0 | 0 | 0 | 0 | 0 |
| | Supply | 25 | | | | | |
| | Occupancy | | 0 | 0 | 0 | 0 | 0 |
| | Percent | | 0% | 0% | 0% | 0% | 0% |

| | | Inventory | 10:00 PM | 11:00 PM | 12:00 AM | 1:00 AM | 2:00 AM |
|---|---|---|---|---|---|---|---|
| Grace Street between Dixie St. and Maxson St. | East Side | 10 | 0 | 0 | 0 | 0 | 0 |
| | West Side | 9 | 1 | 0 | 0 | 0 | 0 |
| | Supply | 19 | | | | | |
| | Occupancy | | 1 | 0 | 0 | 0 | 0 |
| | Percent | | 5.3% | 0% | 0% | 0% | 0% |

| | | | | | | |
|---|---|---|---|---|---|---|
| Total Supply | 44 | | | | | |
| Total Occupancy | | 1 | 0 | 0 | 0 | 0 |
| Total Percent | | 2.3% | 0% | 0% | 0% | 0% |

February 20, 2025

Dane Thompson, Associate Planner
City of Oceanside
Planning Division
300 North Coast Highway
Oceanside, CA 92054

Dear Mr. Thompson:

Birdseye Planning Group (BPG) has evaluated the Grace Street Development project ("proposed project" or "project") proposed for construction on a 1.675-acre gross (1.435 acre net) portion of an approximatyrely 6-acre First Baptist Church parcel located at 240 Grace Street (APN 148-320-42-00) in the City of Oceanside, California (Case Numbers T24-00005, D24-00016 and DB24-00007). The applicant is proposing to construct 19 single-family residences on a vacant northerly portion of an existing church property utilizing state density bonus law. The proposal also includes a Tentative Map to create nineteen 19 individual lots for the single-family homes plus two storm water biofiltration lots, one private street lot, and one remainder lot. The existing property consists of one existing legal lot totaling 5.996 acres. The application is only for the northerly portion of the property consisting of approximately 1.675 gross acres (1.435 net developable). The remaining 4.321 gross acres of the property will comprise the remainder lot and will be created via a final map and be retained by the existing owner. The remainder lot is not part of the project. The site is located on the east side of Grace Street between Foster Street to the north and Maxson Street to the south.

The project site fronts Grace Street. There will be a singular access driveway from Grace Street to provide access to homes via a 28-foot wide private street. One US Postal Service parking space, and two guest parking spaces will be provided in addition to the private two-car garages for each of the residences. A hammerhead turnaround is provided for emergency services within the project site.

Drainage for the site shall be handled by a combination of private storm drains and area drains, curb outlets, sidewalk underdrains, biofiltration basins, rolled curb, ribbon gutter and a green street raingarden BMP along Grace Street. Two sidewalk underdrains will discharge offsite bypass water from the east that is to be collected in the proposed brow ditch along the eastern property line. The drainage along the property frontage on Grace Street currently flows south via the existing curb and gutter down to Maxson Street. The use of a green street raingarden BMP along the project frontage is proposed to treat areas that cannot be captured in the biofiltration basins because the site will need to be raised to treat, store, and discharge the storm water into the existing curb and gutter on Grace Street.

A new 8-inch PVC public water main shall be installed to service the project and connect to the existing 8-inch water main in Grace Street. There is no existing sewer within Grace Street along the project frontage. Thus, a new 8-inch PVC sewer main will be installed and connect to the existing 6-inch sewer line in Dixie Street located across Grace Street and west of the site.

The property has a current General Plan land use designation of SFD-R (Single Family Detached Residential) under the current land use plan and a zoning designation of Public/Semi-Public (PS). The proposed application is being processed under the Single-Family Residential (RS) District provisions defined in the zoning ordinance which is applicable to the adopted land use of General Plan land use designation (SFD-R) which allows for a density of 3.6 du/ac to 5.9 du/ac including additional density allowed through Density Bonus Law. The PS Zoning District may be applied with the SFD-R Land Use Element designation if found consistent with that designated land use and surrounding land uses. Development would be guided by the RS District provisions provided in Article 10 of the Zoning Ordinance. The project shall construct Two Unit- Conventional (TU-C) single family attached dwellings and a Single Unit- Conventional (SU-C) single family detached dwelling.

This letter evaluates the proposed project for consistency with the Class 32 Urban Infill Exemption criteria identified in Section 15532 of the CEQA Guidelines and based on our technical analyses, the project meets all of the criteria for the categorical exemption under the CEQA Guidelines Section 15332, described herein. Substantial evidence regarding this determination is provided herein and in the other project materials.

**Categorical Exemptions**

Article 19 of the CEQA Guidelines includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall; therefore, be exempt from the provisions of CEQA. Such projects are categorically exempt from the requirement for the preparation of environmental documents provided they meet the following exceptions as defined in Section 15300.2 of the CEQA Guidelines. These exceptions apply to different categorical exemptions:

- **Location.** Classes 3, 4, 5, 6, and 11 exceptions are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

- **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

- **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

- **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

- **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

**Class 32 Urban Infill Categorical Exemption**

Article 19 of the CEQA Guidelines includes categories of projects which, based on the location and scope of the proposed action, would not have a significant environmental effect. Individual projects that meet specific criteria associated with one or more exemption, can be categorically exempt from CEQA compliance requirements. If so, then no further CEQA documentation is required as part of the discretionary review process.

Class 32 exemptions are intended to promote infill development within urbanized areas and are applicable primarily to in-fill projects that are consistent with local general plan and zoning requirements. The Class 32 exemption does not apply to projects which would result in significant effects to sensitive biological habitat, traffic, noise, air quality, or water quality. Specific to a Class 32 Urban Infill exemption, Section 15332 of the CEQA Guidelines identifies the following criteria that must be met for a project to qualify for a Class 32 categorical exemption:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- The project site has no value as habitat for endangered, rare or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

**Proposed Project Analysis**

To evaluate whether the below findings can be made for the proposed project, the following technical studies were prepared:

- Air Quality Asessment (Ldn Consulting, Inc. January 2025
- Greenhouse Gas Emissions Assessment (Ldn Consulting, Inc. January 2025
- Noise Technical Report (Ldn Consulting, Inc. January 2025)
- Phase I Environmental Site Assessment (Geocon Inc September 2024)
- Geotechnical Report (Geocon Inc. November 2024)
- Preliminary Storm Water Quality Management Plan/Hydrology/Water Quality (PLSA February 2025)
- Project Information Form (PIF) & VMT Screening Letter (LOS Engineering, Inc. November 2024)
- Biological Resources Memorandum (Athena Consulting September 2024)
- Archaeological Survey Report (Laguna Mountain Environmental, Inc. January 2025)
- Water System Analysis (Dexter Wilson Engineering, Inc., December 2024)

**Categorical Exemption Analysis**

This memorandum first analyzes whether an exception to the use of a categorical exemption applies. As the following demonstrates that none of the applicable exceptions apply, the memorandum goes on to analyze each of the Class 32 exemption criteria.

**Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be**

**significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. (14 CCR § 15300.2(a).)**

Because the project is relying on Class 32 exemption, this exception does not apply.

**Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. (14 CCR § 15300.2(b).)**

Based on the technical reports and studies prepared for the project, the project would have no potential significant adverse effects under CEQA. There are two cumulative projects located proximal to the project site. These are summarized as follows:

- Loma Alta 10 – approved 10-lot resential subdivision located south of Mesa Drive and east of Edgewood Drive; and

- Loma Alta Terraces – approved subdivion of existing lots to 13 residential lots including an affordable unit located south of Mesa Drive and east of Loma Alta Drive

The cumulative projects are each residential and like the proposed porject, are located on infill sites east of Interstate 5. These projects are approved and were subject to the same regulatory review requirements and design standards specified by the City of Oceanside to avoid or minimize environmental effects. Should any of the cumulative projects have a potentially significant or adverse environmental impact, the impacts would be mitigated as appropriate to reduce potential impacts to less than significant, or otherwise addressed during the CEQA review process.

According to the Air Quality Assessment (Ldn Consulting, Inc., January 2025), and Greenhouse Gas Asssessment (Ldn Consulting, Inc., January 2025), the proposed project would have a less than significant direct and/or cumulative impacts associated with air quality and greenhouse gas emissions. According to the Noise Assessment (Ldn Consulting, Inc., January 2025), temporary construction noise and long-term operational impacts would be less than significant with implementation of standard measures identified in the report. As stated in the VMT Screening Letter (LOS Engineering, Inc., November 2024), the proposed project would screen out of the need for a full VMT evalulation; and thus, would have a less than significant direct and cumulative transportation impact. Other direct environmental effects of the project addressed herein related to aesthetics as the impact pertains to scenic highways, hazards and hazardous waste, biological resources, historic resources, hydrology/water quality, land use (i.e., zoning and General Plan consistency) and public services/utilities would also be less than significant per applicable CEQA thresholds; and thus, would not cause or contribute to cumulative impacts. The cumulative projects are approved urban in-fill developments that conform to the applicable zoning and General Plan land use designations and related development standards. Thus, the proposed project would not result in a cumulative impact consistent with **14 CCR § 15300.2(b).**

**Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. (14 CCR § 15300.2(c).)**

The project site is located in a developed urban area. The site was formerly used as a sports field and does not contain, nor is it located proximal to any unusual or environmentally sensitive areas that could be adversely

affected by the proposed project. As stated, the proposed project would have no significant or adverse environmental effects to noise, air quality, greenhouse gas or traffic and is consistent with the General Plan and zoning designation for the site. The site does not contain any usual features or natural resources. Therefore, there is no reasonable possibility that the proposed project will have a significant effect on the environment due to unusual circumstances.

**Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR. (14 CCR § 15300.2(d).**

The project site is located on the northern portion of the existing First Baptist Church property on the east side of Grace Street between Foster Street to the north and Maxson Street to the south and zoned PS as stated. The surrounding area is developed with existing residential uses within the RS zone. The existing church would be located adjacent to and south of the project site. The surrounding streets are all local and none are designated scenic. According to the California Department of Transportation's State Scenic Highway Program, there are no state scenic highways in the vicinity of the project site. The closest scenic highway is Route 52 near Santo Road in the city of San Diego, approximately 29 miles to the southeast. Accordingly, the project will not damage scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

**Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. (14 CCR § 15300.2(e).)**

The project site is developed and is not within a designated hazardous site. The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List-Site Cleanup (Cortese List), nor is it listed on the EnviroStor database. Further, the project site is not on the following lists maintained by the State Water Board: Leaking Underground Storage Tank Sites, Solid Waste Disposal Sites, or Active Cease and Desist Orders and Cleanup and Abatement Orders. The project site is also not identified on the list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by the Department of Toxic Substances Control. Per the Phase I Environmental Site Assessment for the property (Geocon Inc September 2024), there are no Recognized Environmental Conditions associated with the site. Further, the Phase I concludes no additional environmental review addressing hazards or hazardous materials is warranted. Thus, the project is not located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

**Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. (14 CCR § 15300.2(f).)**

The project site is vacant. There are no historic buildings on or proximal to the site that are listed or deemed eligible for listing on the National Register of Historic Places, California Register of Historical Resources, or City of Oceanside's Historical Resources Inventory conducted in 1992 and has not been identified as a historic resource in any survey. Further, the Archaeological Survey Report (Laguna Mountain Environmental, Inc. January 2025) did not find any evidence of cultural resources on the site. However, the report noted that the colluvial deposits located on-site may conceal archaeological resources. These would be impacted by the project; thus, construction monitoring of all soil disturbing activities was recommended and would be implemented at the City's discretion. Thus, the project will not cause a substantial adverse change in the significance of a historical resource.

**Class 32 Exemption: In-Fill Development Analysis**

**The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (14 CCR § 15332(a).)**

The property has a current General Plan land use designation of SFD-R (Single Family Detached Residential) under the current land use plan and a zoning designation of PS. The proposed application is being processed under the existing RS District provisions that are applicable to the adopted land use of SFD-R which allows for a density of 3.6 du/ac to 5.9 du/ac including additional density allowed through Density Bonus Law. The PS Zoning District may be applied with the SFD-R Land Use Element designation if found consistent with that designated land use and surrounding land uses. Development would be guided by the RS District provisions provided in Article 10 of the Zoning Ordinance. The project will construct Two Unit- Conventional (TU-C) single family attached dwellings and a Single Unit- Conventional (SU-C) single family detached dwelling. The proposed project is consistent with this land use designation and the policies of the City's General Plan as follows:

A. Land Use Element
Goal 1.12 Land Use Compatibility

Objective: To minimize conflicts with adjacent or related uses.

Policy B: The use of land shall not create negative visual impacts to surrounding land uses.

The project site is located within an existing residential area. The proposed two story buildings are consistent with the pattern of existing development in the area. The proposed project is designed using multiple Spanish and Craftman style elevlations along with multiple color schemes and quality materials consistent with the other homes in the surrounding residential community. The project site is located in a urbanized area consisting primarily of residential land uses.

The proposed project, as designed and sited, would be consistent with the surrounding built environment.

Goal 1. 16: Housing
Objective: To ensure that decent, safe and sanitary housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments of Oceanside.

Policy A: The City shall strive to maintain a reasonable balance between rental and ownership housing opportunities, between senior and family housing and encourage a variety of individual choices of tenure, type and location of housing throughout Oceanside.

The proposed project includes 19 units, of which three would be reserved for income qualifying owners, would add to the variety of existing single-family housing types available within the area. The Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle (2021-2029) estimates that the City of Oceanside will have a demand for 5,443 new dwelling units, including 718 low-income units, over the next eight years. By contributing 19 total units to the City's existing housing stock, the proposed project would help meet the City's projected housing demand.

Policy C. The City shall ensure housing is developed in areas of the City with adequate access to employment

opportunities, community facilities and public services:

The project is consistent with the City's General Plan Housing objective. The project would be developed on an infill site located east of downtown Oceanside proximal to commercial areas that provide employment opportunities and public facilities. The City of Oceanside Library (located one mile to the west), and other amenities and public services including schools (Oceanside High School is located less than one mile to the west), fire/police and parks (the Pacific Ocean and beaches are located 1.5 miles to the west). North County Transit bus services is provided along Mission Avenue approximately ¼ mile to the north.

Policy E: The City shall protect, encourage, and where feasible, provide housing opportunities for persons of low and moderate income.

The project is utilizing State Density Bonus Law and is proposing to allocate fifteen (15%) percent of the base units to very low-income units for a fifty (50%) percent first density bonus, for a total of two (2) very low-income owner occupied units. The project is proposing to set aside an additional ten (10%) percent of base units for moderate-income households for an additional thirty-two and a half (32.5%) percent density bonus, for a total of one (1) moderate income unit. By providing affordable units, the project would offer housing opportunities in an area otherwise unattainable for very low and moderate income households.

The project would be consistent with the General Plan and zoning designation and designed in accordance with applicable General Plan policies summarized above and zoning regulations; and thus, meets this criterion.

**The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (14 CCR § 15332(b).)**

The project site is entirely within the City of Oceanside. The site is approximately 1.675 gross acres (1.435 net developable), which is less than five acres in size. The project site is substantially surrounded by urban residential uses. The First Baptist Church is located to the south. Single-family residential is located adjacent to and west, east and north of the site. The Mission Avenue commercial corridor is located approximately ¼ mile to the north. As the Public Resources Code (PRC) defines qualified urban use as "any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses," the project site is substantially surrounded by urban uses. (PRC § 21072.)

**The project site has no value as habitat for endangered, rare or threatened species. (14 CCR § 15332(c).)**

A Biological Resources Memorandum (Athena Consulting September 2024) was prepared for the site. The dominant land type is developed land which is covered by Bermuda grass. Several ornamental shrubs are located along the eastern and northern property boundaries. These will be removed to accommodate the development. The project site has no value as habitat for endangered, rare or threatened species.

**Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (14 CCR § 15332(d).)**

The project would not result in any significant effects related to traffic, noise, air quality or water quality. The Noise Noise Technical Report (Ldn Consulting, Inc. January 2025) states that temporary construction noise and long-term operational noise would meet applicable standards. Noise levels would not exceed allowable noise

thresholds or otherwise trigger a potentially significant noise impact. Thus, the project would not result in any significant effects relating to noise.

A VMT Screening Letter (LOS Enginering, Inc., November 2024) states that because the project site is within a low VMT area. No VMT analysis is required. The proposed project would have no adverse affect to pedestrian, bicycle or transit infrastructure or service; and thus, would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project would utilize the existing street system, which is adequate to serve the project without additional transportation improvements. The site entrance/exits are designed consistent with City of Oceanside standards; thus, the project would not substantially increase hazards due to a geometric design feature. Further, vehicles accessing the site would be common passenger and delivery vehicles. Thus, the project would not introduce equipment or incompatible uses to the local street system. Finally, the project would not adversely impact emergency access by providing inadequate site access or otherwise impacting use of local streets by emergency vehicles. As stated, a hammerhead turn-around would be provided on-site to accommodate fire apparatus. The project would not result in any significant effects relating to transportation/traffic.

An Air Quality Assessment prepared by Ldn Consulting, Inc., (January 2025), analyzed the project with reference to the applicable CEQA air quality thresholds of significance. That report demonstrates that the project would comply with local regulatory measures, and that neither construction nor operation of the project would result in any significant effects relating to air quality. A Greenhouse Gas Assessment (Ldn Consulting, Inc., January 2025) demonstrates that the project does not exceed the screening threshold of 900 Metric Tons of CO2e emissions annually. The project would have not adverse impacts associated with GHG emissions.

The on-site stormwater capture, conveyance and treatment system incorporated into the project design in accordance with applicable law and the project specific SWPPP would ensure that all stormwater leaving the site would meet or exceed state water quality standards. The site is undeveloped; thus, precipitation percolates into the soil. The project would not pump groundwater nor is the site over an aquifer recharge area. While the amount of impervious surface would increase, the drainage would be managed using a combination of private storm drains and area drains, curb outlets, sidewalk underdrains, biofiltration basins, rolled curb, ribbon gutter and a green street raingarden along Grace Street (PLSA, Inc., February 2025).

There are no drainage systems on the site; thus, none would be affected by the project nor would the project impede flood flows. The project would be required to implement stormwater Best Management Practices during construction to minimize erosion and/or off-site impacts associated with stormwater runoff. As stated, post-construction ruoff would be captured and conveyed to biofiltration basins. The system is designed to accomoate 100 percent of all post-construction runoff.The project site is not located within a dam inundation area nor are there large open water bodies proximal to the site that would pose a potential seiche impact. The project site is not located within the San Diego County Tsunami Hazard Area as depicted in the California Department of Conservation tsunami map. https://www.conservation.ca.gov/cgs/tsunami/maps/san-diego. Thus, the project would not result in any significant effects relating to water quality.

**The site can be adequately served by all required utilities and public services. (14 CCR § 15332(e).)**
The project site would connect to the existing 8-inch water main located within Grace Street adjacent to the site. According to the City of Oceanside 2020 Urban Water Management Plan (June 2021), the City's water supply reliability analysis shows that with implementation of additional planned supplies and conservation measures, supplies will meet demands under all hydrologic scenarios, including the normal year, single dry year, and five consecutive dry years from 2025-2045. The project is consistent with General Plan and zoning designations; thus,

water demand associated with the project has been factored into the demand calculations upon which the City determined that adequate supplies exist. This is confirmed in the Water System Analysis prepared by Dexter Wilson Engineering, Inc. (December 2024). Adequate water supplies would be available to serve the project.

As stated, the project would connect an 8-inch sewer line to an existing 6-inch line located across Grace Street within Dixie Street. The project is consistent with General Plan and zoning designations; and thus, wastewater demand is consistent with the City's determination of the sufficiency of the wastewater treatment system to serve demand. Adequate treatment capacity exists within the City's wastewater treatment system. With the payment of connection fees and development impact fees to cover fair share impacts to public services (i.e., fire, law enforcement, parks and schools), the project would be adequately served by all required utilities and public services.

Though the project will result in additional people using utilities and public services at this location, the project is consistent with long term City land use plans and policies, as identified in the Oceanside General Plan. The record reflects that applicable utilities and public services have capacity to serve the demand associated with the site and the project can be adequately served by all required utilities and public services.

**CONCLUSION**

A project qualifies for a Class 32 CE if it is developed on an infill site and meets the conditions described in CEQA. The five (5) conditions which the project must meet to qualify for the Class 32 Categorical Exemption are as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services As demonstrated in this report and the project record, the project meets all 5 criteria for reliance on a Class 32 exemption. Further, none of the exceptions to the use of a categorical exemption, as defined in Article 19 of the CEQA Guidelines described above, apply.

Therefore, the project would meet the criterion associated with the Class 32 Urban Infill exemption. If you have any questions regarding this analysis, please feel free to contact me at 760-712-2199 or via e-mail at ryan@birdseyeplanninggroup.com

Regards,

Ryan Birdseye
Principal

# AIR QUALITY ASSESSMENT

## Grace Street
## 19 Unit Residential Development
## City of Oceanside, CA

***Prepared By:***

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**January 16, 2025**

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## LIST OF COMMON ACRONYMS

Air Quality Impact Assessments (AQIA)

Assembly Bill 32 (AB32)

California Air Resource Board (CARB)

California Ambient Air Quality Standards (CAAQS)

California Environmental Quality Act (CEQA)

Carbon Dioxide ($CO_2$)

Cubic Yards (CY)

Diesel Particulate Matter (DPM)

Environmental Protection Agency (EPA)

EPA Office of Air Quality Planning and Standards (OAQPS)

Hazardous Air Pollutants (HAPs)

Hydrogen Sulfide (H2S)

International Residential Code (IRC)

Level of Service (LOS)

Low Carbon Fuel Standard (LCFS)

Methane (CH4)

National ambient air quality standards (NAAQS)

Nitrous Oxide (N2O)

Reactive Organic Gas (ROG)

Regional Air Quality Strategy (RAQS)

San Diego Air Basin (SDAB)

San Diego Air Pollution Control District (SDAPCD)

South Coast Air Quality Management District (SCAQMD)

Specific Plan Area (SPA)

State Implementation Plan (SIP)

Toxic Air Contaminants (TACs)

Vehicle Miles Traveled (VMT)

Volatile Organic Compounds (VOC)

# 1.0 INTRODUCTION

## 1.1 Purpose of this Study

The purpose of this Air Quality study is to determine potential air quality impacts (if any) that may be created by construction, area or operational emissions (short term or long term) from the proposed Project. Should impacts be determined, the intent of this study would be to recommend suitable mitigation measures to mitigate those impacts to the extent feasible.

## 1.2 Project Location

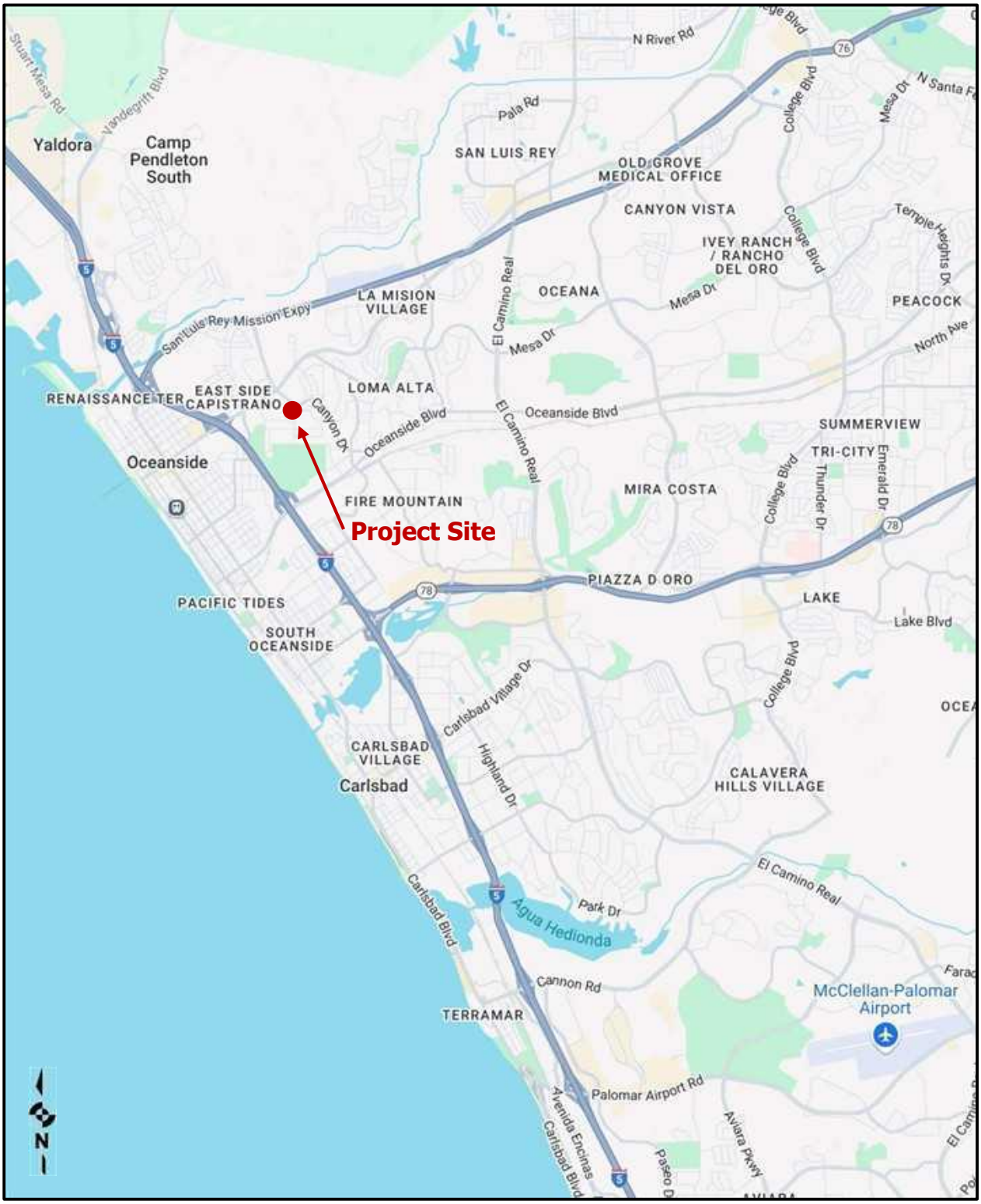
The property is located at 240 Grace Street (APN 148-320-42-00). The proposed project is located just east of Grace Street between Maxson Street and Foster Street. A general project vicinity map is shown in Figure 1-A on the following page.

## 1.3 Project Description

This application presents a Development Plan for a single-family residential project which will develop nineteen (19) new homes on the grass lot portion of the existing property utilizing density bonus provisions for the project per state density bonus law (SDBL). The proposal also includes a Tentative Map to create nineteen (19) individual lots for the single-family homes plus two (2) BMP lots, one (1) private street lot, and one (1) remainder lot. The property consists of one existing legal lot totaling 5.996 acres. The application is only for the northerly grass lot portion of the property consisting of approximately 1.67 gross acres (1.43 net developable). The remaining 4.326 gross acres of the property will be the remaining lot and will be created via a final map and be retained by the existing owner. A site development plan is shown in Figure 1-B on Page 3 of this report.

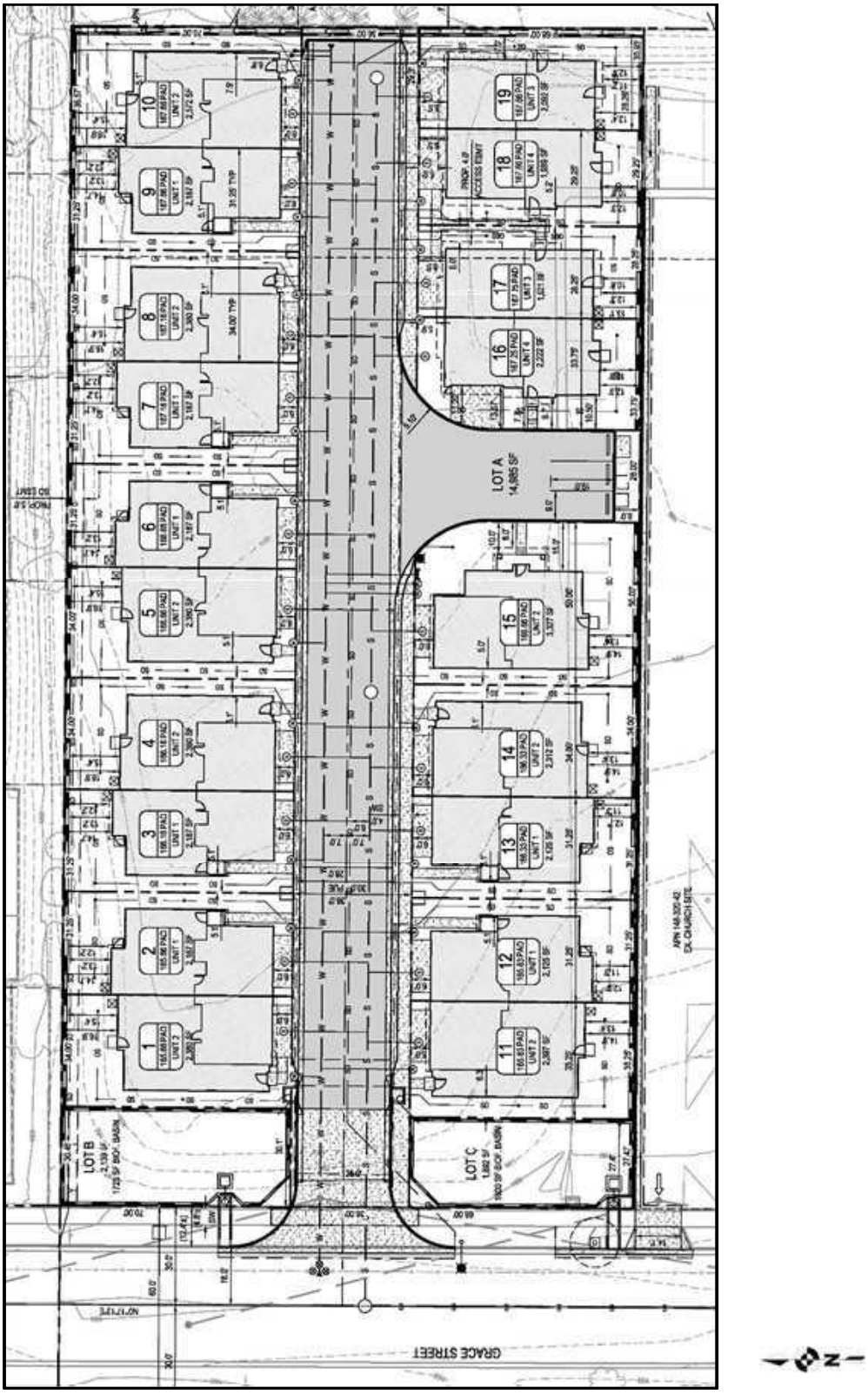
Construction is expected to start as early as 2025 and will take roughly one year to complete (sometime in 2026). The first full year of operations is expected in 2027. The project will require a net export of 355 Cubic Yards (CY) of soil during earthwork activities.

**Figure 1-A: Project Vicinity Map**




Source: (Google 2024)

**Figure 1-B: Proposed Project Site Plan**




Source: (PLSA Engineering, 2024)

## 2.0 EXISTING ENVIRONMENTAL SETTING

### 2.1 Existing Setting

The property has a current General Plan land use designation of SFD-R (Single Family Detached Residential) under the current land use plan and a zoning designation of Civic/Public (PS). The proposed application shall be processed under the existing RS Zoning that is applicable to the adopted land use of SFD-R which shall allow for a density of 3.6 du/ac to 5.9 du/ac. The project shall construct Two Unit- Conventional (TU-C) single family attached dwellings and a Single Unit Conventional (SU-C) single family detached dwelling.

The site currently consists of multiple buildings that include an existing church, offices, classrooms, grass lot, and parking lot. The property is surrounded by single-family homes to the North, single-family homes to the South, single-family homes to the East, and single-family homes, rowhomes, a church, and the approved Sandpiper Village assisted living facility (D19-00011; not built yet) to the West. The project is in the Loma Alta neighborhood.

### 2.2 Climate and Meteorology

Climate within the San Diego Air Basin (SDAB) area often varies dramatically over short geographical distances with cooler temperatures on the western coast gradually warming to the east as prevailing winds from the west heats up. Most of southern California is dominated by high-pressure systems for much of the year, which keeps San Diego mostly sunny and warm. Typically, during the winter months, the high-pressure system drops to the south and brings cooler, moister weather from the north. It is common for inversion layers to develop within high-pressure areas, which mostly define pressure patterns over the SDAB. These inversions are caused when a thin layer of the atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air through convective overturning.

Meteorological trends within Oceanside produce daytime highs typically ranging between 65ºF in the winter to approximately 78ºF in the summer with August usually being the hottest month. Median temperatures range from approximately 55ºF in the winter to approximately 70ºF in the summer. The average humidity is approximately 64% in the winter and about 72% in the summer (City-Data, 2024).

## 2.3 Regulatory Standards

### 2.3.1 Federal Standards and Definitions

The Federal Air Quality Standards were developed per the requirements of The Federal Clean Air Act, which is a federal law that was passed in 1970 and further amended in 1990. This law provides the basis for the national air pollution control effort. An important element of the act included the development of national ambient air quality standards (NAAQS) for major air pollutants.

The Clean Air Act established two types of air quality standards otherwise known as primary and secondary standards. ***Primary Standards*** set limits to protect public health which includes sensitive populations such as asthmatics, children and elderly. ***Secondary Standards*** set limits to protect public welfare and include protection against decreased visibility, damage to animals, crops, vegetation and buildings.

The Environmental Protection Agency's (EPA Office of Air Quality Planning and Standards (OAQPS) has set National Ambient Air Quality Standards (NAAQS) for principal pollutants, which are called "criteria" pollutants. These pollutants are defined below (EPA, 2022):

1. ***Carbon Monoxide (CO):*** *is a colorless, odorless, and tasteless gas and is produced from the partial combustion of carbon-containing compounds, notably in internal-combustion engines. Carbon monoxide usually forms when there is a reduced availability of oxygen present during the combustion process. Exposure to CO near the levels of the ambient air quality standards can lead to fatigue, headaches, confusion, and dizziness. CO interferes with the blood's ability to carry oxygen* (EPA, 2022).
2. ***Lead (Pb):*** *is a potent neurotoxin that accumulates in soft tissues and bone over time. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources can accumulate to harmful levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms can include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children* (EPA, 2022).
3. ***Nitrogen Dioxide ($NO_2$):*** *is a reactive, oxidizing gas capable of damaging cells lining the respiratory tract and is one of the nitrogen oxides emitted from high-temperature combustion, such as those occurring in trucks, cars, power plants, home heaters, and gas stoves. In the presence of other air contaminants, $NO_2$ is usually visible as a reddish-brown air layer over urban areas. $NO_2$ along with other traffic-related pollutants is associated with*

*respiratory symptoms, respiratory illness and respiratory impairment. Studies in animals have reported biochemical, structural, and cellular changes in the lung when exposed to $NO_2$ above the level of the current state air quality standard. Clinical studies of human subjects suggest that $NO_2$ exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children* (EPA, 2022).

4. ***Particulate Matter ($PM_{10}$ or $PM_{2.5}$):*** *is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary in shape, size and chemical composition, and can be made up of multiple materials such as metal, soot, soil, and dust. $PM_{10}$ particles are 10 microns (µm) or less and $PM_{2.5}$ particles are 2.5 (µm) or less. These particles can contribute significantly to regional haze and reduction of visibility in California. Exposure to PM levels exceeding current air quality standards increases the risk of allergies such as asthma and respiratory illness* (EPA, 2022).
5. ***Ozone ($O_3$)****: Ozone at the ground level is a highly oxidative unstable gas capable of damaging the linings of the respiratory tract. This pollutant forms in the atmosphere through reactions between chemicals directly emitted from vehicles, industrial plants, and many other sources. Exposure to ozone above ambient air quality standards can lead to human health effects such as lung inflammation, tissue damage and impaired lung functioning. Ozone can also damage materials such as rubber, fabrics and plastics* (EPA, 2022). *It should be noted that Oxides of Nitrogen ($NO_x$) is a family of poisonous, highly reactive gases. These gases form when fuel is burned at high temperatures. $NO_x$ pollution is emitted by automobiles, trucks and various non-road vehicles (e.g., construction equipment, boats, etc.) as well as industrial sources such as power plants, industrial boilers, cement kilns, and turbines. $NO_x$ often appears as a brownish gas. It is a strong oxidizing agent and plays a major role in the atmospheric reactions with Volatile Organic Compounds (VOCs) which produces ozone on hot summer days (EPA, 2023).*
6. ***Sulfur Dioxide ($SO_2$)****: is a gaseous compound of sulfur and oxygen and is formed when sulfur-containing fuel is burned by mobile sources, such as locomotives, ships, and off-road diesel equipment. $SO_2$ is also emitted from several industrial processes, such as petroleum refining and metal processing. Effects from $SO_2$ exposures at levels near the one-hour standard include bronchoconstriction accompanied by symptoms, which may include wheezing, shortness of breath and chest tightness, especially during exercise or physical activity. Children, the elderly, and people with asthma, cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most susceptible to these symptoms. Continued exposure at elevated levels of $SO_2$ results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality* (EPA, 2022).

### 2.3.2 State Standards and Definitions

The State of California Air Resources Board (ARB) sets the laws and regulations for air quality at State level. The California Ambient Air Quality Standards (CAAQS) are either the same as or more restrictive than the NAAQS in that the State standards also restrict four additional contaminants. Table 2.1 on the following page identifies both the NAAQS and CAAQS. The additional contaminants as regulated by the CAAQS are defined below:

1. ***Visibility Reducing Particles****: Particles in the Air that obstruct the visibility* (CARB, 2023).
2. ***Sulfates****: are salts of Sulfuric Acid. Sulfates occur as microscopic particles (aerosols) resulting from fossil fuel and biomass combustion. They increase the acidity of the atmosphere and form acid rain* (CARB, 2023).
3. ***Hydrogen Sulfide ($H_2S$)****: is a colorless, toxic and flammable gas with a recognizable smell of rotten eggs or flatulence. $H_2S$ occurs naturally in crude petroleum, natural gas, volcanic gases, and hot springs. Usually, $H_2S$ is formed from bacterial breakdown of organic matter. Exposure to low concentrations of hydrogen sulfide may cause irritation to the eyes, nose, or throat. It may also cause difficulty in breathing for some asthmatics. Brief exposures to high concentrations of hydrogen sulfide (greater than 500 ppm) can cause a loss of consciousness and possibly death* (CARB, 2023).
4. ***Vinyl Chloride****: also known as chloroethene and is a toxic, carcinogenic, colorless gas with a sweet odor. It is an industrial chemical mainly used to produce its polymer, polyvinyl chloride (PVC)* (CARB, 2023).

# Table 2.1: Ambient Air Quality Standards

| Ambient Air Quality Standards | | | | | | |
|---|---|---|---|---|---|---|
| **Pollutant** | **Average Time** | **California Standards[1]** | | **Federal Standards[2]** | | |
| | | Concentration[3] | Method[4] | Primary[3,5] | Secondary[3,6] | Method[7] |
| Ozone ($O_3$)[8] | 1 Hour | 0.09 ppm (180 µg/m3) | Ultraviolet Photometry | - | Same as Primary Standard | Ultraviolet Photometry |
| | 8 Hour | 0.070 ppm (137 µg/m3) | | 0.070 ppm (137 µg/m3) | | |
| Respirable Particulate Matter (PM10)[9] | 24 Hour | 50 µg/m3 | Gravimetric or Beta Attenuation | 150 µg/m3 | Same as Primary Standard | Inertial Separation and Gravimetric Analysis |
| | Annual Arithmetic Mean | 20 µg/m3 | | - | | |
| Fine Particulate Matter (PM2.5)[9] | 24 Hour | No Separate State Standard | | 35 µg/m3 | Same as Primary Standard | Inertial Separation and Gravimetric Analysis |
| | Annual Arithmetic Mean | 12 µg/m3 | Gravimetric or Beta Attenuation | 12.0 µg/m3 | 15 µg/m3 | |
| Carbon Monoxide (CO) | 8 hour | 9.0 ppm (10mg/m3) | Non-Dispersive Infrared Photometry (NDIR) | 9 ppm (10 mg/m3) | - | Non-Dispersive Infrared Photometry |
| | 1 hour | 20 ppm (23 mg/m3) | | 35 ppm (40 mg/m3) | | |
| | 8 Hour (Lake Tahoe) | 6 ppm (7 mg/m3) | | - | - | - |
| Nitrogen Dioxide ($NO_2$)[10] | Annual Arithmetic Mean | 0.030 ppm (57 µg/m3) | Gas Phase Chemiluminescence | 0.053 ppm (100 µg/m3)[8] | Same as Primary Standard | Gas Phase Chemiluminescence |
| | 1 Hour | 0.18 ppm (339 µg/m3) | | 0.100 ppm[8] (188/ µg/m3) | - | |
| Sulfur Dioxide ($SO_2$)[11] | Annual Arithmetic Mean | - | Ultraviolet Fluorescence | 0.030 ppm[10] (for Certain Areas) | - | Ultraviolet Flourescence; Spectrophotometry (Pararoosaniline Method)[9] |
| | 24 Hour | 0.04 ppm (105 µg/m3) | | 0.14 ppm[10] (for Certain Areas) (See Footnote 9) | - | |
| | 3 Hour | - | | - | 0.5 ppm (1300 µg/m3) | |
| | 1 Hour | 0.25 ppm (655 µg/m3) | | 75 ppb (196 µg/m3) | - | |
| Lead[12,13] | 30 Day Average | 1.5 µg/m3 | Atomic Absorption | - | | - |
| | Calendar Quarter | - | | 1.5 µg/m3 | Same as Primary Standard | High Volume Sampler and Atomic Absorption |
| | Rolling 3-Month Average | - | | 0.15 µg/m3 | | |
| Visibility Reducing Particles | 8 Hour | See footnote 13 | | | | |
| Sulfates | 24 Hour | 25 µg/m3 | Ion Chromatography | | | |
| Hydrogen Sulfide | 1 Hour | 0.03 ppm (42 µg/m3) | Ultraviolet Fluorescence | | | |
| Vinyl Chloride[12] | 24 Hour | 0.01 ppm (26 µg/m3) | Gas Chromatography | | | |

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3 . The existing national 24- hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3 , as was the annual secondary standard of 15 µg/m3 . The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: (California Air Resources Board, 05/04/2016)

### 2.3.3 Regional Standards

The State of California has 35 specific air districts, which are each responsible for ensuring that the criteria pollutants are below the NAAQS and CAAQS. Air basins that exceed either the NAAQS or the CAAQS for any criteria pollutants are designated as "non-attainment areas" for that pollutant. Currently, there are 15 non-attainment areas for the federal ozone standard and two non-attainment areas for the $PM_{2.5}$ standard and many areas are in non-attainment for $PM_{10}$ as well. California therefore created the California State Implementation Plan (SIP), which is designed to provide control measures needed to attain ambient air quality standards.

The San Diego Air Pollution Control District (SDAPCD) is the government agency which regulates sources of air pollution within the county. Therefore, the SDAPCD developed a Regional Air Quality Strategy (RAQS) to provide control measures to try to achieve attainment status for state ozone standards with control measures focused on VOCs and $NO_X$. Currently, San Diego is in "non-attainment" status for federal and state $O_3$ and state $PM_{10}$ and $PM_{2.5.}$ An attainment plan is available for $O_3$. The RAQS was adopted in 1992 and has been updated as recently as 2022 which was the latest update incorporating minor changes to the prior 2016 update.

The 2022 update mostly summarizes how the 2016 update has lowered $NO_X$ and VOCs emissions which reduces ozone and clarifies and enhances emission reductions by introducing for discussion three new VOC and four new $NO_X$ reduction measures. $NO_X$ and VOCs are precursors to the formation of ozone in the atmosphere. The criteria pollutant standards are generally attained when each monitor within the region has had no exceedances during the previous three calendar years. A complete listing of the current attainment status for criteria pollutants with respect to both federal and state nonattainment status by pollutants for County is shown in Table 2.2 on the following page (SDAPCD, 2023).

The RAQS is largely based on population predictions by the San Diego Association of Governments (SANDAG). Projects that produce less growth than predicted by SANDAG would generally conform to the RAQS. Projects that create more growth than projected by SANDAG may create a significant impact if the Project produces unmitigable air quality emissions or if the Project produces cumulative impacts.

**Table 2.2: San Diego County Air Basin Attainment Status by Pollutant**

| Criteria Pollutant | Federal Designation | State Designation |
|---|---|---|
| Ozone (8-Hour) | Nonattainment | Nonattainment |
| Ozone (1-Hour) | Attainment * | Nonattainment |
| Carbon Monoxide | Attainment | Attainment |
| PM10 | Unclassifiable ** | Nonattainment |
| PM2.5 | Attainment | Nonattainment*** |
| Nitrogen Dioxide | Attainment | Attainment |
| Sulfur Dioxide | Attainment | Attainment |
| Lead | Attainment | Attainment |
| Sulfates | No Federal Standard | Attainment |
| Hydrogen Sulfide | No Federal Standard | Unclassified |
| Visibility | No Federal Standard | Unclassified |

** The federal 1-hour standard of 12 pphm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.*
*** At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.*
****The California Air Resources Board (CARB) has not reclassified the region to attainment yet due to (1) incomplete data, and (2) the use of non-California Approved Samplers (CAS). While data collected does meet the requirements for designation of attainment with federal PM2.5 standards, the data completeness requirements for state PM2.5 standards substantially exceed federal requirements and mandates, and have historically not been feasible for most air districts to adhere to given local resources. APCD has begun replacing most regional filter-based PM2.5 monitors as they reach the end of their useful life with continuous PM2.5 air monitors to ensure collected data meets stringent completeness requirements in the future. APCD anticipates these new monitors will be approved as "CAS" monitors once CARB review the list of approved monitors, which has not been updated since 2013.*
(SDAPCD, 2023)

## 2.4 California Environmental Quality Act (CEQA) Significance Thresholds

The California Environmental Quality Act has provided a checklist to identify the significance of air quality impacts. These guidelines are found in Appendix G of the CEQA guidelines and are as follows:

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

*A:* Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

*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 ($PM_{10}$, $PM_{2.5}$ or exceed quantitative thresholds for $O_3$ precursors, oxides of nitrogen [$NO_X$] and Volatile Organic Compounds [VOCs])?

*C:* Expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations?

*D:* Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

## 2.5 SDAPCD Rule 20.2 – Air Quality Impact Assessment Screening Thresholds

The SDAPCD has established thresholds in Rule 20.2 for new or modified stationary sources. These screening criteria can be used to demonstrate that a project's total emissions would not result in a significant impact as defined by CEQA. Also, since SDAPCD does not have AQI threshold for Volatile Organic Compounds (VOCs), it is acceptable to use the Coachella Valley VOC threshold from South Coast Air Quality Management District. Should emissions be found to exceed these thresholds, additional modeling is required to demonstrate that the project's total air quality impacts are below the state and federal ambient air quality standards. These screening thresholds for construction and daily operations are shown in Table 2.3 below.

**Table 2.3: Screening Level Thresholds for Criteria Pollutants**

| Pollutant | Total Emissions (Pounds per Day) |
|---|---|
| Construction Emissions | |
| Respirable Particulate Matter ($PM_{10}$ and $PM_{2.5}$) | 100 and 55 |
| Nitrogen Oxide ($NO_x$) | 250 |
| Sulfur Oxide ($SO_x$) | 250 |
| Carbon Monoxide (CO) | 550 |
| Volatile Organic Compounds (VOCs) | 75 |
| Reactive Organic Gases (ROG) SCAQMD | 75 |
| Operational Emissions | |
| Respirable Particulate Matter ($PM_{10}$ and $PM_{2.5}$) | 100 and 55 |
| Nitrogen Oxide ($NO_x$) | 250 |
| Sulfur Oxide ($SO_x$) | 250 |
| Carbon Monoxide (CO) | 550 |
| Lead and Lead Compounds | 3.2 |
| Volatile Organic Compounds (VOCs) | 75 |
| Reactive Organic Gases (ROG) SCAQMD | 75 |

Non-Criteria pollutants such as Hazardous Air Pollutants (HAPs) or Toxic Air Contaminants (TACs) are also regulated by the SDAPCD. Rule 1200 (Toxic Air Contaminants - New Source Review) adopted on June 12, 1996, requires evaluation of potential health risks for any new,

relocated, or modified emission unit which may increase emissions of one or more toxic air contaminants. The rule requires that projects that propose to increase cancer risk to between 1 and 10 in one million need to implement toxics best available control technology (T-BACT) or impose the most effective emission limitation, emission control device or control technique to reduce the cancer risk. At no time shall the project increase the cancer risk to over 10 in one million. In addition, a project shall not generate either a chronic or acute health hazard index greater than one. Projects creating cancer risks less than one in one million are not required to implement T-BACT technology.

The U.S. Environmental Protection Agency (U.S. EPA) uses the term Volatile Organic Compounds (VOC) and the California Air Resources Board's (CARB's) Emission Inventory Branch (EIB) uses the term Reactive Organic Gases (ROG) to essentially define the same thing. There are minor deviations between compounds that define each term. However, for purposes of this study we will assume they are essentially the same due to the fact SCAQMD interchanges these words and because CalEEMod directly calculates ROG in place of VOC.

## 2.6 Local Air Quality

Criteria pollutants are measured continuously throughout the San Diego Air Basin. This data is used to track ambient air quality patterns throughout the County. As mentioned earlier, this data is also used to determine attainment status when compared to the NAAQS and CAAQS. The SDAPCD is responsible for monitoring and reporting monitoring data. The District operates 10 monitoring sites, which collect data on criteria pollutants. Table 2.4 identifies the criteria pollutants monitored at the aforementioned station.

SDAPCD published the five-year air quality summary for all of the monitoring stations within the San Diego basin (SDAPCD, 2024). The proposed development project is closest to the Camp Pendleton and Carmel Mountain Ranch Monitoring stations. Table 2.4 identifies the criteria pollutants monitored at the aforementioned stations.

## Table 2.4: Two-Year Ambient Air Quality Summary near the Project Site

| Pollutant | Closest Recorded Ambient Monitoring Site | Averaging Time | CAAQS | NAAQS | 2022 | 2023 | Days Exceeded over 2 years |
|---|---|---|---|---|---|---|---|
| $O_3$ (ppm) | Camp Pendleton or Carmel Mountain Ranch | 1 Hour | 0.09 ppm | No Standard | 0.08 | 0.09 | 0 |
| | | 8 Hour | 0.070 ppm | 0.070 ppm | 0.07 | 0.08 | 0 |
| $PM_{10}$ (µg/m3) | | 24 Hour | 50 µg/m3 | 150 µg/m3 | - | 95.0 | |
| | | Annual Arithmetic Mean | 20 µg/m3 | No Standard | - | 20.9 | |
| $PM_{2.5}$ (µg/m$^3$) | | 24 Hour | No standard - | 35 µg/m3 | - | 26.5 | N/A |
| | | Annual Arithmetic Mean | 12 µg/m3 | 15 µg/m3 | - | 7.9 | N/A |
| $NO_2$ (ppm) | | Annual Arithmetic Mean | 0.030 ppm | 0.053 ppm | 0.005 | 0.005 | N/A |
| | | 1 Hour | 0.18 ppm | 0.100 ppm | 0.050 | 0.063 | N/A |
| * CO (ppm) | | 1 Hour | 20 ppm | 35 ppm | 2.2 | 1.6 | N/A |
| | | 8 Hour | 9 ppm | 9 ppm | 1.2 | 1.1 | N/A |

Notes:
1. ¯ Yearly maximums marked with "-" indicated data was not available for either monitoring station.
2. * Data was selected from the Carmel Mountain Ranch station which began in 2019. All other data presented was collected at the Camp Pendleton Monitoring Station.
3. $SO_2$ is only monitored at the El Cajon Monitoring Station. Within the entire County of San Diego, $SO_2$ emissions within the County are essentially Zero for all metrics including the Average, Maximum 24 hour and 1- hour standards. The Highest 1-hr measurement identified is 0.002 ppm and the most restrictive standard (CAAQS for $SO_2$) is 0.25 ppm.
Source: (SDAPCD, 2024)

## 3.0 METHODOLOGY

### 3.1 Construction Emissions Calculations

Air Quality impacts related to construction and daily operations were calculated using CalEEMod Version 2022.1 air quality model, which was developed by SCAQMD in 2022. The CalEEMod input/output model is shown in ***Attachment A*** of this report.

The AERSCREEN dispersion model will be used to determine the concentration for air pollutants at any location near the pollutant generator. Additionally, the model will predict the maximum exposure distance and concentrations. The notable toxic air contaminant from construction is diesel exhaust since exposure to diesel exhaust is known to cause cancer and acute and chronic health effects. Diesel exhaust emissions can be estimated using the annual $PM_{10}$ exhaust emissions from onsite construction operations obtained from the annual CalEEMod model output by summing each onsite source for the construction duration. The AERSCREEN input/output file for the proposed project is shown in ***Attachments B*** of this report.

Once the dispersed concentrations of diesel particulates are estimated in the surrounding air, they are used to evaluate estimated exposure to people. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. The following algorithms calculate this dose for exposure through the inhalation pathways. The worst-case cancer risk dose calculation is defined in Equation 1 below (OEHHA, February 2015):

*Equation 1* $$Dose_{air}=C_{air}*(BR/BW)*A*EF*(1x10^{-6})$$

| | | |
|---|---|---|
| $Dose_{air}$ | = | Dose through inhalation (mg/kg/d) |
| $C_{air}$ | = | Concentration in air (μg/m$^3$) – dispersion models predict a 1-hr concentration and is corrected to an annual average concentration by multiplying the 1-hr average by 0.10 (US EPA, 2021) |
| BR/BW | = | Daily breathing rate normalized to body weight (L/kg BW-day). See Table I.2 for the daily breathing rate for each age range. |
| A | = | Inhalation absorption factor (assumed to be 1) |
| EF | = | Exposure frequency (unitless, days/365 days) |
| 1x10-6 | = | Milligrams to micrograms conversion ($10^{-3}$ mg/ μg), cubic meters to liters conversion ($10^{-3}$ m$^3$/l) |

Cancer risk is calculated by multiplying the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor, the frequency of time spent at home and the exposure duration divided by averaging time, to yield the excess cancer risk. As described below, the

excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk for any given location. Specific factors as modeled are shown within ***Attachment C of*** this report. The worst-case cancer risk calculation is defined in Equation 2 below (OEHHA, February 2015):

*Equation 2*

$$RISK_{inh\text{-}res} = DOSE_{air} \times CPF \times ASF \times ED/AT \times FAH$$

| | | |
|---|---|---|
| $RISK_{inh\text{-}res}$ | = | Residential inhalation cancer risk |
| $DOSE_{air}$ | = | Daily inhalation dose (mg/kg-day) |
| CPF | = | Inhalation cancer potency factor (mg/kg-day$^{-1}$) |
| ASF | = | Age sensitivity factor for a specified age group (unitless) |
| ED | = | Exposure duration (in years) for a specified age group |
| AT | = | Averaging time for lifetime cancer risk (years) |
| FAH | = | Fraction of time spent at home (unitless). Note: If within 1 mile of a school, age bins through 16 have a FAH of 1. |

The California Office of Environmental Health Hazard Assessment (OEHHA) recommends that an exposure duration (residency time) of 30 years be used to estimate individual cancer risk for the Maximally Exposed Individual Resident (MEIR). OEHHA also recommends that the 30-year exposure duration be used as the basis for public notification and risk reduction audits and plans.

Exposure durations of 9-years and 70-years are also recommended to be evaluated for the MEIR to show the range of cancer risk based on residency periods. If a facility is notifying the public regarding cancer risk, the 9-and 70-year cancer risk estimates are useful for people who have resided in their current residence for periods shorter and longer than 30 years.

Non-Cancer risks or risks defined as chronic or acute. With respect to Diesel Particulate Matter (DPM) only chronic risks are calculated and are determined by the hazard index. To calculate hazard index, DPM concentration is divided by its chronic Reference Exposure Levels (REL). Where the total equals or exceeds one, a health hazard is presumed to exist. RELs are published by the OEHHA (OEHHA, February 2015). Diesel Exhaust has a REL of 5 µg/m$^3$ and targets the respiratory system.

## 3.2 Construction Assumptions

The Project construction dates were estimated based on a construction kickoff starting in 2025 with construction completed in 2026. The proposed Project will require roughly 355 CY of soil export; however, a worst-case 400 CY of soil export was modeled. CalEEMod Version 2022.1 was utilized for all construction calculations. Table 3.1 shows the expected timeframes for the construction processes for all the Proposed Project infrastructure, facilities, improvements and structures at the site, as well as the expected number of pieces of

equipment have been verified by the applicants Project Engineer. Based on discussions with the Project applicant, the project will utilize Tier 4 equipment with Diesel Particulate Filters (DPF)s attached.

**Table 3.1: Proposed Construction Phase and Duration**

| Equipment Identification | Proposed Start | Proposed Completion | Quantity |
|---|---|---|---|
| **Site Preparation** | 6/30/2025 | 7/2/2025 | |
| Rubber Tired Dozers | | | 1 |
| Tractors/Loaders/Backhoes | | | 1 |
| **Grading** | 7/3/2025 | 7/8/2025 | |
| Graders | | | 1 |
| Tractors/Loaders/Backhoes | | | 1 |
| Rubber Tired Dozers | | | 1 |
| **Building Construction** | 7/9/2025 | 4/15/2026 | |
| Generator Sets | | | 1 |
| Tractors/Loaders/Backhoes | | | 1 |
| Welders | | | 3 |
| Rough Terrain Forklifts | | | 1 |
| **Paving** | 4/16/2026 | 4/30/2026 | |
| Pavers | | | 1 |
| Paving Equipment | | | 1 |
| Rollers | | | 1 |
| **Architectural Coating** | 5/1/2026 | 5/15/2026 | |
| Air Compressors | | | 1 |

The California Air Resources Board (CARB) regulations require that – starting in 2012 – all off-road equipment produced needs to meet the basic requirements for Tier 4 (CARB, 2023). Offroad equipment fleets are managed by CARB and are typically based on total horsepower owned. Owners are limited to what types of equipment they must maintain as their fleet and can include equipment from rental companies.

## 3.3 Operational Emissions

Once construction is completed the proposed project would generate emissions from daily operations which would include sources such as Area, Energy and Mobile uses, which are also calculated within CalEEMod 2022.1. Area Sources include consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as onsite natural gas and electrical use.

The model also estimates emission predictions for ROG, NOx, CO, SO2, PM10 and PM2.5 for area source assumptions. Additionally, it was assumed that an average of 10% of the structural surface area will be re-painted each year. Finally, since the proposed project would not be installing hearth options, CalEEMod default hearth settings were modified to represent no hearth options. CalEEMod includes landscaping and consumer product assumptions which would apply to this project. Consumer product emissions are generated by a wide range of product categories, including air fresheners, automotive products, household cleaners, and personal care products. Emissions associated with these products primarily depend on the increased population associated with residential development. The operational model results are also shown in ***Attachment A*** to this report.

## 3.4 Odor Impacts

Potential onsite odor generators would primarily be associated with short-term construction activities, such as paving, painting, or the operation of heavy equipment. According to the California Air Resources Board (CARB), typical land uses expected to have significant odor impacts include landfills, agricultural uses, wastewater treatment plants, composting facilities, and food processing plants. CARB does not classify residential uses as land uses that typically generate significant operational odor impacts. As a residential project, the proposed development would not involve these odor-generating activities, and operational odor impacts would, therefore, be less than significant.

During construction, short-term odor emissions would be localized to the immediate vicinity of the construction equipment and activities. These odors would be intermittent, temporary in nature, and unlikely to affect a substantial number of people due to their limited scope and duration. The temporary nature of construction-related odors, combined with the dissipation of odors as they disperse in the air, ensures that they would not pose a significant nuisance or impact under CEQA.

Furthermore, the project will comply with Section 3024 of the City of Oceanside Zoning Ordinance, which prohibits objectionable or offensive odors and allows for enforcement action if odors become an issue.

## 4.0 FINDINGS

### 4.1 Construction Findings

Per the inputs discussed in Section 3.2 above, the construction emission outputs are provided in Table 4.1 below. Based on these results, a less than significant construction impact is expected. Mitigation measures for criteria pollutants and fugitive dust from construction is not required. The project applicant has indicated that as a design feature all diesel equipment would be Tier 4 with DPF and that the grading contractor would follow Best Management Practices (BMPs) for grading as it relates to minimizing air quality emissions and would comply with all SDAPCD rules and regulations.

**Table 4.1: Expected Construction Emissions Summary – Pounds per Day**

| Year | ROG | $NO_x$ | CO | $SO_2$ | $PM_{10}$ (Exhaust) | $PM_{10}$ (Dust) | $PM_{10}$ (Total) | $PM_{2.5}$ (Exhaust) | $PM_{2.5}$ (Dust) | $PM_{2.5}$ (Total) |
|---|---|---|---|---|---|---|---|---|---|---|
| 2025 | 0.26 | 3.39 | 13.3 | 0.03 | 0.06 | 7.38 | 7.44 | 0.06 | 3.5 | 3.56 |
| 2026 | 23.2 | 3.38 | 8.84 | 0.02 | 0.02 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 |
| Significance Threshold (lb/day) | 75 | 250 | 550 | 250 | - | - | 100 | - | - | 55 |
| **Impact?** | **No** | **No** | **No** | **No** | - | - | **No** | - | - | **No** |

### 4.2 Construction Health Risks

The proposed project will incorporate as noted in Section 1 above which includes the use of all Tier 4 equipment with DPF during the grading and construction of the proposed project. Based upon the air quality modeling, worst-case PM10 from exhaust onsite during each of the construction tasks would cumulatively produce 0.00036 tons over the construction duration 319-days or an average of 0.000012 grams/second.

Utilizing the AERSCREEN dispersion model, we find that the worst-case annual concentration would be 0.00267 $\mu g/m^3$ during construction. Utilizing the risk equation identified above in Section 3.1, the inhalation cancer risk for the worst-case receptor was found to be 0.51 per one million exposed which would be considered a less than significant cancer risk impact.

There are also known acute and chronic health risks associated with diesel exhaust which are considered non-cancer risks. These risks are calculated based on methods identified in Section 3.1 of this report. From this we find that the hourly and annual concentrations of 0.0267 and

0.00267 µg/m3 divided by the Chronic REL of 5 µg/m3 yields a Health Hazard Index of less than one or 0.005 or less. Therefore, no acute or chronic non-cancer risks are expected, and all health risks are considered less than significant.

The Project is a residential use and would not generate TAC once fully operational. Given this a less than significant HR would be expected during operations.

## 4.3 Operational Findings

CalEEMod was utilized to calculate air quality emissions from the fully operational residential Project. This operational model input/output is provided as ***Attachment A*** to this report. Based upon these calculations, the proposed project would not generate operational air quality impacts.

**Table 4.2: Expected Operational Air Quality Emissions**

| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Maximum Daily Emissions | | | | | | |
| Operational Emissions (MAX) - (Lb/Day) | 1.66 | 0.66 | 6.21 | 0.01 | 1.13 | 0.3 |
| City Thresholds - (lb/day) | 75 | 250 | 550 | 250 | 100 | 55 |
| **Exceeds Either Threshold** | **No** | **No** | **No** | **No** | **No** | **No** |
| Daily pollutant generation assumes trip distances and defaults within CalEEMod | | | | | | |

## 4.4 Odor Impact Findings

Odor impacts from construction operations would be considered temporary, localized and short-term. The construction odors would therefore be considered a less than significant impact. The project is residential and would not cause long term odor impacts. Given this a less than significant odor impact is expected during operations.

## 4.5 Cumulative Impact Findings

The Project would not generate significant construction or operational impacts as demonstrated within this analysis. Furthermore, the Project would not cause any significant traffic impacts or add a significant number of vehicular trips to the offsite roadway network as was identified in the project applicant.

Based on discussions with the project applicant, the project is not within ½ mile of any ongoing construction projects. Based on this, no cumulative construction impacts would be expected.

The property has a current General Plan land use designation of SFD-R (Single Family Detached Residential) under the current land use plan and a zoning designation of Civic/Public (PS). The proposed application shall be processed under the existing RS Zoning that is applicable to the adopted land use of SFD-R which shall allow for a density of 3.6 du/ac to 5.9 du/ac. The project shall construct Two Unit- Conventional (TU-C) single family attached dwellings and a Single Unit Conventional (SU-C) single family detached dwelling.

Finally, the Project designation of SFD-R under the current land use plan and a zoning designation of Civic/Public (PS). The proposed application shall be processed under the existing RS Zoning that is applicable to the adopted land use of SFD-R which shall allow for a density of 3.6 du/ac to 5.9 du/ac. A Density Bonus is being requested as part of the project application. The project is proposing to utilize State Density Bonus law to allow for a density increase over the maximum allowable residential density allowance under the applicable RS zoning. Under this plan, waivers, concessions, and incentives pursuant to State Density Bonus Law will be requested as needed to address potential issues in regard to the overall design of the project and compliance with current zoning rules and regulations. Based on this, the Project would not require a rezone for construction and operations and would not generate a significant cumulative operational impact. Furthermore, since the project would be consistent with the growth assumptions in the City's General Plan, the Project would not conflict with the RAQS or SIP.

## 4.6 Conclusion of Findings

Based upon this analysis, no direct or cumulative air quality impacts are expected from construction. Therefore, mitigation measures for criteria pollutants and fugitive dust from construction are not required. It should be noted that the project applicant has indicated that as a design feature all diesel equipment would be Tier 4 and that the grading contractor follow Best Management Practices (BMPs) for grading as it relates to minimizing air quality emissions and would comply with all SDAPCD rules and regulations.

A diesel particulate health risk analysis was conducted, and based on diesel exhaust emission quantities, the proposed project would generate less than significant diesel particulate health risk impacts during construction.

The proposed project was analyzed for operations and based on the Project modeling; the project would not create any significant operational air quality impacts. Therefore, no operational mitigation measures are required.

Odor impacts from construction operations would be expected though would be considered temporary. The temporary nature of construction-related odors, combined with the dissipation of odors as they disperse in the air, ensures that they would not pose a significant nuisance or significant impact under CEQA. Operations of the Project are residential which is a land use not typically associated with odor impacts. Therefore, a less than significant operational odor impact is expected.

Finally, the Project site is zoned RS – Single family Residential and the 19-unit development would not require zoning modifications under the SDBL program. Based on this, the project would be consistent with the growth assumptions in the City's General Plan and would not conflict with the RAQS or SIP.

## 5.0 REFERENCES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## 6.0 CERTIFICATIONS

The contents of this report represent an accurate depiction of the air quality environment and impacts within and surrounding the proposed project. This report was prepared utilizing the latest emission rates and reduction methodologies.

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Date January 16, 2025

**ATTACHMENT A**

CALEEMOD 2022.1

# Grace Residential v2 Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Grace Residential v2 |
| Construction Start Date | 6/1/2025 |
| Operational Year | 2027 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 1.90 |
| Precipitation (days) | 20.6 |
| Location | 33.20155744940985, -117.36155489535946 |
| County | San Diego |
| City | Oceanside |
| Air District | San Diego County APCD |
| Air Basin | San Diego |
| TAZ | 6233 |
| EDFZ | 12 |
| Electric Utility | San Diego Gas & Electric |
| Gas Utility | San Diego Gas & Electric |
| App Version | 2022.1.1.29 |

## 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 |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 19.0 | Dwelling Unit | 1.43 | 37,050 | 222,544 | — | 53.0 | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector | # | Measure Title |
|---|---|---|
| Construction | C-6 | Use Diesel Particulate Filters |

# 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. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 23.2 | 3.38 | 13.3 | 0.03 | 0.06 | 7.38 | 7.44 | 0.06 | 3.50 | 3.56 | — | 3,170 | 3,170 | 0.14 | 0.16 | 3,224 |
| Mit. | 23.2 | 3.38 | 13.3 | 0.03 | 0.02 | 7.38 | 7.40 | 0.02 | 3.50 | 3.53 | — | 3,170 | 3,170 | 0.14 | 0.16 | 3,224 |
| % Reduced | — | — | — | — | 61% | — | < 0.5% | 61% | — | 1% | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.18 | 3.39 | 8.83 | 0.02 | 0.02 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 1,414 | 1,414 | 0.06 | 0.02 | 1,422 |
| Mit. | 0.18 | 3.39 | 8.83 | 0.02 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 1,414 | 1,414 | 0.06 | 0.02 | 1,422 |
| % Reduced | — | — | — | — | 82% | — | 20% | 82% | — | 47% | — | — | — | — | — | — |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.68 | 1.20 | 3.23 | 0.01 | 0.01 | 0.14 | 0.15 | 0.01 | 0.06 | 0.07 | — | 530 | 530 | 0.02 | 0.01 | 534 |
| Mit. | 0.68 | 1.20 | 3.23 | 0.01 | < 0.005 | 0.14 | 0.14 | < 0.005 | 0.06 | 0.06 | — | 530 | 530 | 0.02 | 0.01 | 534 |
| % Reduced | — | — | — | — | 81% | — | 5% | 81% | — | 10% | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.12 | 0.22 | 0.59 | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 87.8 | 87.8 | < 0.005 | < 0.005 | 88.4 |
| Mit. | 0.12 | 0.22 | 0.59 | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 87.8 | 87.8 | < 0.005 | < 0.005 | 88.4 |
| % Reduced | — | — | — | — | 81% | — | 5% | 81% | — | 10% | — | — | — | — | — | — |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.26 | 3.38 | 13.3 | 0.03 | 0.06 | 7.38 | 7.44 | 0.06 | 3.50 | 3.56 | — | 3,170 | 3,170 | 0.14 | 0.16 | 3,224 |
| 2026 | 23.2 | 3.38 | 8.84 | 0.02 | 0.02 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 1,416 | 1,416 | 0.06 | 0.02 | 1,423 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.18 | 3.39 | 8.83 | 0.02 | 0.02 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 1,414 | 1,414 | 0.06 | 0.02 | 1,422 |
| 2026 | 0.18 | 3.38 | 8.81 | 0.02 | 0.02 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 1,412 | 1,412 | 0.06 | 0.02 | 1,420 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.07 | 1.20 | 3.23 | 0.01 | 0.01 | 0.14 | 0.15 | 0.01 | 0.06 | 0.07 | — | 530 | 530 | 0.02 | 0.01 | 534 |
| 2026 | 0.68 | 0.74 | 1.97 | < 0.005 | 0.01 | 0.02 | 0.02 | 0.01 | < 0.005 | 0.01 | — | 314 | 314 | 0.01 | < 0.005 | 316 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.01 | 0.22 | 0.59 | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 87.8 | 87.8 | < 0.005 | < 0.005 | 88.4 |
| 2026 | 0.12 | 0.13 | 0.36 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 52.0 | 52.0 | < 0.005 | < 0.005 | 52.3 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.26 | 3.38 | 13.3 | 0.03 | 0.02 | 7.38 | 7.40 | 0.02 | 3.50 | 3.53 | — | 3,170 | 3,170 | 0.14 | 0.16 | 3,224 |
| 2026 | 23.2 | 3.38 | 8.84 | 0.02 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 1,416 | 1,416 | 0.06 | 0.02 | 1,423 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.18 | 3.39 | 8.83 | 0.02 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 1,414 | 1,414 | 0.06 | 0.02 | 1,422 |
| 2026 | 0.18 | 3.38 | 8.81 | 0.02 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 1,412 | 1,412 | 0.06 | 0.02 | 1,420 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.07 | 1.20 | 3.23 | 0.01 | < 0.005 | 0.14 | 0.14 | < 0.005 | 0.06 | 0.06 | — | 530 | 530 | 0.02 | 0.01 | 534 |
| 2026 | 0.68 | 0.74 | 1.97 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 | — | 314 | 314 | 0.01 | < 0.005 | 316 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.01 | 0.22 | 0.59 | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 87.8 | 87.8 | < 0.005 | < 0.005 | 88.4 |
| 2026 | 0.12 | 0.13 | 0.36 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 52.0 | 52.0 | < 0.005 | < 0.005 | 52.3 |

## 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. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.66 | 0.62 | 6.21 | 0.01 | 0.02 | 1.10 | 1.13 | 0.02 | 0.28 | 0.30 | 8.05 | 1,463 | 1,471 | 0.89 | 0.05 | 1,513 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.55 | 0.66 | 4.84 | 0.01 | 0.02 | 1.10 | 1.12 | 0.02 | 0.28 | 0.30 | 8.05 | 1,403 | 1,412 | 0.90 | 0.06 | 1,451 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.57 | 0.65 | 5.26 | 0.01 | 0.02 | 1.07 | 1.09 | 0.02 | 0.27 | 0.29 | 8.05 | 1,386 | 1,394 | 0.90 | 0.05 | 1,435 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.29 | 0.12 | 0.96 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | 1.33 | 229 | 231 | 0.15 | 0.01 | 238 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Area | 0.95 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.66 | 0.62 | 6.21 | 0.01 | 0.02 | 1.10 | 1.13 | 0.02 | 0.28 | 0.30 | 8.05 | 1,463 | 1,471 | 0.89 | 0.05 | 1,513 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Area | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.55 | 0.66 | 4.84 | 0.01 | 0.02 | 1.10 | 1.12 | 0.02 | 0.28 | 0.30 | 8.05 | 1,403 | 1,412 | 0.90 | 0.06 | 1,451 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.66 | 0.50 | 4.67 | 0.01 | 0.01 | 1.07 | 1.07 | 0.01 | 0.27 | 0.28 | — | 1,193 | 1,193 | 0.06 | 0.05 | 1,211 |
| Area | 0.90 | 0.01 | 0.53 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 1.42 | 1.42 | < 0.005 | < 0.005 | 1.43 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.57 | 0.65 | 5.26 | 0.01 | 0.02 | 1.07 | 1.09 | 0.02 | 0.27 | 0.29 | 8.05 | 1,386 | 1,394 | 0.90 | 0.05 | 1,435 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |
| Area | 0.16 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 31.1 | 31.1 | < 0.005 | < 0.005 | 31.3 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |
| Waste | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |
| Total | 0.29 | 0.12 | 0.96 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | 1.33 | 229 | 231 | 0.15 | 0.01 | 238 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Area | 0.95 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.66 | 0.62 | 6.21 | 0.01 | 0.02 | 1.10 | 1.13 | 0.02 | 0.28 | 0.30 | 8.05 | 1,463 | 1,471 | 0.89 | 0.05 | 1,513 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Area | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.55 | 0.66 | 4.84 | 0.01 | 0.02 | 1.10 | 1.12 | 0.02 | 0.28 | 0.30 | 8.05 | 1,403 | 1,412 | 0.90 | 0.06 | 1,451 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.66 | 0.50 | 4.67 | 0.01 | 0.01 | 1.07 | 1.07 | 0.01 | 0.27 | 0.28 | — | 1,193 | 1,193 | 0.06 | 0.05 | 1,211 |
| Area | 0.90 | 0.01 | 0.53 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 1.42 | 1.42 | < 0.005 | < 0.005 | 1.43 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.57 | 0.65 | 5.26 | 0.01 | 0.02 | 1.07 | 1.09 | 0.02 | 0.27 | 0.29 | 8.05 | 1,386 | 1,394 | 0.90 | 0.05 | 1,435 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |
| Area | 0.16 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 31.1 | 31.1 | < 0.005 | < 0.005 | 31.3 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |
| Waste | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |
| Total | 0.29 | 0.12 | 0.96 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | 1.33 | 229 | 231 | 0.15 | 0.01 | 238 |

# 3. Construction Emissions Details

## 3.1. Site Preparation (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.14 | 0.73 | 7.92 | 0.01 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,496 | 1,496 | 0.06 | 0.01 | 1,501 |
| Dust From Material Movement | — | — | — | — | — | 5.73 | 5.73 | — | 2.95 | 2.95 | — | — | — | — | — | — |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 8.20 | 8.20 | < 0.005 | < 0.005 | 8.23 |
| Dust From Material Movement | — | — | — | — | — | 0.03 | 0.03 | — | 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.36 | 1.36 | < 0.005 | < 0.005 | 1.36 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.23 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.01 | 0.01 | — | 47.4 | 47.4 | < 0.005 | < 0.005 | 48.2 |
| 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 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.25 | 0.25 | < 0.005 | < 0.005 | 0.25 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.04 | 0.04 | < 0.005 | < 0.005 | 0.04 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |

## 3.2. Site Preparation (2025) - Mitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.14 | 0.73 | 7.92 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,496 | 1,496 | 0.06 | 0.01 | 1,501 |
| Dust From Material Movement | — | — | — | — | — | 5.73 | 5.73 | — | 2.95 | 2.95 | — | — | — | — | — | — |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 8.20 | 8.20 | < 0.005 | < 0.005 | 8.23 |
| Dust From Material Movement | — | — | — | — | — | 0.03 | 0.03 | — | 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.36 | 1.36 | < 0.005 | < 0.005 | 1.36 |
| Dust From Material Movement | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.02 | 0.02 | 0.23 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.01 | 0.01 | — | 47.4 | 47.4 | < 0.005 | < 0.005 | 48.2 |
| 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 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.25 | 0.25 | < 0.005 | < 0.005 | 0.25 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.04 | 0.04 | < 0.005 | < 0.005 | 0.04 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |

## 3.3. Grading (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 1.08 | 12.5 | 0.02 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 2,200 | 2,200 | 0.09 | 0.02 | 2,208 |
| Dust From Material Movement | — | — | — | — | — | 7.09 | 7.09 | — | 3.43 | 3.43 | — | — | — | — | — | — |
| 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 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.01 | 0.14 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.1 | 24.1 | < 0.005 | < 0.005 | 24.2 |
| Dust From Material Movement | — | — | — | — | — | 0.08 | 0.08 | — | 0.04 | 0.04 | — | — | — | — | — | — |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.99 | 3.99 | < 0.005 | < 0.005 | 4.01 |
| Dust From Material Movement | — | — | — | — | — | 0.01 | 0.01 | — | 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.35 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 71.2 | 71.2 | < 0.005 | < 0.005 | 72.2 |
| 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 |
| Hauling | 0.02 | 1.18 | 0.44 | 0.01 | 0.02 | 0.23 | 0.25 | 0.02 | 0.06 | 0.08 | — | 898 | 898 | 0.05 | 0.14 | 943 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.74 | 0.74 | < 0.005 | < 0.005 | 0.75 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Hauling | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 9.84 | 9.84 | < 0.005 | < 0.005 | 10.3 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.12 | 0.12 | < 0.005 | < 0.005 | 0.12 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.63 | 1.63 | < 0.005 | < 0.005 | 1.71 |

## 3.4. Grading (2025) - Mitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 1.08 | 12.5 | 0.02 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 2,200 | 2,200 | 0.09 | 0.02 | 2,208 |
| Dust From Material Movement | — | — | — | — | — | 7.09 | 7.09 | — | 3.43 | 3.43 | — | — | — | — | — | — |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.01 | 0.14 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.1 | 24.1 | < 0.005 | < 0.005 | 24.2 |
| Dust From Material Movement | — | — | — | — | — | 0.08 | 0.08 | — | 0.04 | 0.04 | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.99 | 3.99 | < 0.005 | < 0.005 | 4.01 |
| Dust From Material Movement | — | — | — | — | — | 0.01 | 0.01 | — | 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.35 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 71.2 | 71.2 | < 0.005 | < 0.005 | 72.2 |
| 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 |
| Hauling | 0.02 | 1.18 | 0.44 | 0.01 | 0.02 | 0.23 | 0.25 | 0.02 | 0.06 | 0.08 | — | 898 | 898 | 0.05 | 0.14 | 943 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.74 | 0.74 | < 0.005 | < 0.005 | 0.75 |
| 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 |
| Hauling | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 9.84 | 9.84 | < 0.005 | < 0.005 | 10.3 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.12 | 0.12 | < 0.005 | < 0.005 | 0.12 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.63 | 1.63 | < 0.005 | < 0.005 | 1.71 |

## 3.5. 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 1.13 | 2.93 | 0.01 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 449 | 449 | 0.02 | < 0.005 | 450 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.21 | 0.54 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 74.3 | 74.3 | < 0.005 | < 0.005 | 74.5 |
| 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.32 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 64.9 | 64.9 | < 0.005 | < 0.005 | 65.9 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 50.8 | 50.8 | < 0.005 | 0.01 | 53.2 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.28 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 61.3 | 61.3 | < 0.005 | < 0.005 | 62.1 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 50.9 | 50.9 | < 0.005 | 0.01 | 53.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.10 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 21.3 | 21.3 | < 0.005 | < 0.005 | 21.6 |
| Vendor | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 17.5 | 17.5 | < 0.005 | < 0.005 | 18.3 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.53 | 3.53 | < 0.005 | < 0.005 | 3.58 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.90 | 2.90 | < 0.005 | < 0.005 | 3.03 |
| 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 |

## 3.6. 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 1.13 | 2.93 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 449 | 449 | 0.02 | < 0.005 | 450 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.21 | 0.54 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 74.3 | 74.3 | < 0.005 | < 0.005 | 74.5 |
| 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.32 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 64.9 | 64.9 | < 0.005 | < 0.005 | 65.9 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 50.8 | 50.8 | < 0.005 | 0.01 | 53.2 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.28 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 61.3 | 61.3 | < 0.005 | < 0.005 | 62.1 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 50.9 | 50.9 | < 0.005 | 0.01 | 53.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.10 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 21.3 | 21.3 | < 0.005 | < 0.005 | 21.6 |
| Vendor | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 17.5 | 17.5 | < 0.005 | < 0.005 | 18.3 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.53 | 3.53 | < 0.005 | < 0.005 | 3.58 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.90 | 2.90 | < 0.005 | < 0.005 | 3.03 |
| 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 |

## 3.7. Building Construction (2026) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.68 | 1.75 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 268 | 268 | 0.01 | < 0.005 | 269 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.12 | 0.32 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 44.3 | 44.3 | < 0.005 | < 0.005 | 44.5 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.30 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 63.6 | 63.6 | < 0.005 | < 0.005 | 64.5 |
| Vendor | < 0.005 | 0.06 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 49.9 | 49.9 | < 0.005 | 0.01 | 52.2 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.26 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 60.0 | 60.0 | < 0.005 | < 0.005 | 60.8 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 49.9 | 49.9 | < 0.005 | 0.01 | 52.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 12.4 | 12.4 | < 0.005 | < 0.005 | 12.6 |
| Vendor | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 10.3 | 10.3 | < 0.005 | < 0.005 | 10.7 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 2.06 | 2.06 | < 0.005 | < 0.005 | 2.09 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.70 | 1.70 | < 0.005 | < 0.005 | 1.77 |
| 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 |

## 3.8. Building Construction (2026) - Mitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.68 | 1.75 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 268 | 268 | 0.01 | < 0.005 | 269 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.12 | 0.32 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 44.3 | 44.3 | < 0.005 | < 0.005 | 44.5 |
| 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.30 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 63.6 | 63.6 | < 0.005 | < 0.005 | 64.5 |
| Vendor | < 0.005 | 0.06 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 49.9 | 49.9 | < 0.005 | 0.01 | 52.2 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.02 | 0.02 | 0.26 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 60.0 | 60.0 | < 0.005 | < 0.005 | 60.8 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 49.9 | 49.9 | < 0.005 | 0.01 | 52.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 12.4 | 12.4 | < 0.005 | < 0.005 | 12.6 |
| Vendor | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 10.3 | 10.3 | < 0.005 | < 0.005 | 10.7 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 2.06 | 2.06 | < 0.005 | < 0.005 | 2.09 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.70 | 1.70 | < 0.005 | < 0.005 | 1.77 |
| 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 |

## 3.9. Paving (2026) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.07 | 0.84 | 4.62 | 0.01 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 659 | 659 | 0.03 | 0.01 | 661 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | < 0.005 | 0.02 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 18.0 | 18.0 | < 0.005 | < 0.005 | 18.1 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.99 | 2.99 | < 0.005 | < 0.005 | 3.00 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.32 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 69.7 | 69.7 | < 0.005 | < 0.005 | 70.8 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.82 | 1.82 | < 0.005 | < 0.005 | 1.85 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.30 | 0.30 | < 0.005 | < 0.005 | 0.31 |
| 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 |
| 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 |

## 3.10. Paving (2026) - Mitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.07 | 0.84 | 4.62 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 659 | 659 | 0.03 | 0.01 | 661 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.02 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 18.0 | 18.0 | < 0.005 | < 0.005 | 18.1 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.99 | 2.99 | < 0.005 | < 0.005 | 3.00 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.32 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 69.7 | 69.7 | < 0.005 | < 0.005 | 70.8 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.82 | 1.82 | < 0.005 | < 0.005 | 1.85 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.30 | 0.30 | < 0.005 | < 0.005 | 0.31 |
| 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 |
| 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 |

## 3.11. 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 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 | 23.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.66 | 3.66 | < 0.005 | < 0.005 | 3.67 |
| Architectural Coatings | 0.64 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.61 | 0.61 | < 0.005 | < 0.005 | 0.61 |
| Architectural Coatings | 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.06 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 12.7 | 12.7 | < 0.005 | < 0.005 | 12.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.33 | 0.33 | < 0.005 | < 0.005 | 0.34 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.05 | 0.05 | < 0.005 | < 0.005 | 0.06 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |

## 3.12. 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 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 | 23.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.66 | 3.66 | < 0.005 | < 0.005 | 3.67 |
| Architectural Coatings | 0.64 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.61 | 0.61 | < 0.005 | < 0.005 | 0.61 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectural Coatings | 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.06 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 12.7 | 12.7 | < 0.005 | < 0.005 | 12.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.33 | 0.33 | < 0.005 | < 0.005 | 0.34 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.05 | 0.05 | < 0.005 | < 0.005 | 0.06 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |

# 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Total | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Total | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |
| Total | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |

### 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Total | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Total | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |
| Total | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 2.39 | 2.39 | < 0.005 | < 0.005 | 2.49 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2.39 | 2.39 | < 0.005 | < 0.005 | 2.49 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 2.39 | 2.39 | < 0.005 | < 0.005 | 2.49 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2.39 | 2.39 | < 0.005 | < 0.005 | 2.49 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Total | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Total | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 28.7 | 28.7 | < 0.005 | < 0.005 | 28.8 |
| Total | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 28.7 | 28.7 | < 0.005 | < 0.005 | 28.8 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Total | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Total | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 28.7 | 28.7 | < 0.005 | < 0.005 | 28.8 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 28.7 | 28.7 | < 0.005 | < 0.005 | 28.8 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.09 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Total | 0.95 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.14 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.01 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.01 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |
| Total | 0.16 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.09 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Total | 0.95 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consume Products | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.14 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.01 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.01 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |
| Total | 0.16 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |

### 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Total | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Total | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |

### 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Total | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Total | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |

### 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

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| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Site Preparation | Site Preparation | 6/30/2025 | 7/2/2025 | 5.00 | 2.00 | — |
| Grading | Grading | 7/3/2025 | 7/8/2025 | 5.00 | 4.00 | — |
| Building Construction | Building Construction | 7/9/2025 | 4/15/2026 | 5.00 | 200 | — |
| Paving | Paving | 4/16/2026 | 4/30/2026 | 5.00 | 10.0 | — |
| Architectural Coating | Architectural Coating | 5/1/2026 | 5/15/2026 | 5.00 | 10.0 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 7.00 | 367 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 1.00 | 8.00 | 84.0 | 0.37 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Grading | Graders | Diesel | Tier 4 Final | 1.00 | 8.00 | 148 | 0.41 |
| Grading | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 7.00 | 84.0 | 0.37 |
| Grading | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 8.00 | 367 | 0.40 |
| Building Construction | Generator Sets | Diesel | Tier 4 Final | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 6.00 | 84.0 | 0.37 |
| Building Construction | Welders | Diesel | Tier 4 Final | 3.00 | 8.00 | 46.0 | 0.45 |
| Building Construction | Rough Terrain Forklifts | Diesel | Tier 4 Final | 1.00 | 8.00 | 96.0 | 0.40 |
| Paving | Pavers | Diesel | Tier 4 Final | 1.00 | 6.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Tier 4 Final | 1.00 | 8.00 | 89.0 | 0.36 |
| Paving | Rollers | Diesel | Tier 4 Final | 1.00 | 7.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Tier 4 Final | 1.00 | 6.00 | 37.0 | 0.48 |

### 5.2.2. Mitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 7.00 | 367 | 0.40 |
| Site Preparation | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 8.00 | 84.0 | 0.37 |
| Grading | Graders | Diesel | Tier 4 Final | 1.00 | 8.00 | 148 | 0.41 |
| Grading | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 7.00 | 84.0 | 0.37 |
| Grading | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 8.00 | 367 | 0.40 |
| Building Construction | Generator Sets | Diesel | Tier 4 Final | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 6.00 | 84.0 | 0.37 |
| Building Construction | Welders | Diesel | Tier 4 Final | 3.00 | 8.00 | 46.0 | 0.45 |
| Building Construction | Rough Terrain Forklifts | Diesel | Tier 4 Final | 1.00 | 8.00 | 96.0 | 0.40 |
| Paving | Pavers | Diesel | Tier 4 Final | 1.00 | 6.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Tier 4 Final | 1.00 | 8.00 | 89.0 | 0.36 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Paving | Rollers | Diesel | Tier 4 Final | 1.00 | 7.00 | 36.0 | 0.38 |
| 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 |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 5.00 | 12.0 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 7.63 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 7.50 | 12.0 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 7.63 | HHDT,MHDT |
| Grading | Hauling | 12.5 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 6.84 | 12.0 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 2.03 | 7.63 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 7.50 | 12.0 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 7.63 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |

| | | | | |
|---|---|---|---|---|
| Architectural Coating | Worker | 1.37 | 12.0 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 7.63 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

## 5.3.2. Mitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 5.00 | 12.0 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 7.63 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 7.50 | 12.0 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 7.63 | HHDT,MHDT |
| Grading | Hauling | 12.5 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 6.84 | 12.0 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 2.03 | 7.63 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 7.50 | 12.0 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 7.63 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |

| | | | | |
|---|---|---|---|---|
| Architectural Coating | Worker | 1.37 | 12.0 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 7.63 | 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 | 75,026 | 25,009 | 0.00 | 0.00 | — |

## 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 (sq. ft.) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Site Preparation | 0.00 | — | 0.88 | 0.00 | — |
| Grading | 0.00 | 400 | 4.00 | 0.00 | — |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 |

### 5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Single Family Housing | 0.21 | 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 | 589 | 0.03 | < 0.005 |
| 2026 | 0.00 | 589 | 0.03 | < 0.005 |

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 179 | 181 | 162 | 64,684 | 1,547 | 1,564 | 1,401 | 557,987 |

### 5.9.2. Mitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 179 | 181 | 162 | 64,684 | 1,547 | 1,564 | 1,401 | 557,987 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

| Hearth Type | Unmitigated (number) |
|---|---|
| Single Family Housing | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |

| | |
|---|---|
| Electric Fireplaces | 0 |
| No Fireplaces | 19 |
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves | 0 |

### 5.10.1.2. Mitigated

| Hearth Type | Unmitigated (number) |
|---|---|
| Single Family Housing | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 19 |
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves | 0 |

### 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) |
|---|---|---|---|---|
| 75026.25 | 25,009 | 0.00 | 0.00 | — |

### 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|

| | | |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 180 |

### 5.10.4. Landscape Equipment - Mitigated

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

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

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

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Single Family Housing | 116,684 | 45.1 | 0.0330 | 0.0040 | 541,822 |

### 5.11.2. Mitigated

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

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Single Family Housing | 116,684 | 45.1 | 0.0330 | 0.0040 | 541,822 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Single Family Housing | 667,528 | 4,064,786 |

### 5.12.2. Mitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Single Family Housing | 667,528 | 4,064,786 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Single Family Housing | 12.6 | — |

### 5.13.2. Mitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Single Family Housing | 12.6 | — |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Single Family Housing | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

### 5.14.2. Mitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

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

### 5.15.2. Mitigated

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

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

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

### 5.16.2. Process Boilers

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

## 5.17. User Defined

| Equipment Type | Fuel Type |
|---|---|

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1.2. Mitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.1.2. Mitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

### 5.18.2.1. Unmitigated

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

### 5.18.2.2. Mitigated

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

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|

| | | |
|---|---|---|
| Temperature and Extreme Heat | 8.18 | annual days of extreme heat |
| Extreme Precipitation | 3.30 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 18.8 | annual hectares burned |

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

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | 0 | 0 | 0 | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

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

## 6.3. Adjusted Climate Risk Scores

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

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

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 29.9 |
| AQ-PM | 46.1 |
| AQ-DPM | 66.0 |
| Drinking Water | 54.3 |
| Lead Risk Housing | 57.5 |
| Pesticides | 0.00 |
| Toxic Releases | 15.2 |

| | |
|---|---|
| Traffic | 60.3 |
| Effect Indicators | — |
| CleanUp Sites | 2.07 |
| Groundwater | 74.8 |
| Haz Waste Facilities/Generators | 58.3 |
| Impaired Water Bodies | 72.2 |
| Solid Waste | 72.4 |
| Sensitive Population | — |
| Asthma | 22.2 |
| Cardio-vascular | 30.5 |
| Low Birth Weights | 46.8 |
| Socioeconomic Factor Indicators | — |
| Education | 77.1 |
| Housing | 88.5 |
| Linguistic | 61.1 |
| Poverty | 77.4 |
| Unemployment | 89.2 |

## 7.2. Healthy Places Index Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |
| Above Poverty | 17.87501604 |
| Employed | 27.87116643 |
| Median HI | 22.85384319 |
| Education | — |
| Bachelor's or higher | 22.50737842 |
| High school enrollment | 100 |

| | |
|---|---|
| Preschool enrollment | 63.42871808 |
| Transportation | — |
| Auto Access | 21.39099192 |
| Active commuting | 68.24072886 |
| Social | — |
| 2-parent households | 76.04260234 |
| Voting | 42.74348775 |
| Neighborhood | — |
| Alcohol availability | 37.28987553 |
| Park access | 81.35506224 |
| Retail density | 97.33093802 |
| Supermarket access | 81.40639035 |
| Tree canopy | 34.83895804 |
| Housing | — |
| Homeownership | 14.03823945 |
| Housing habitability | 33.85089183 |
| Low-inc homeowner severe housing cost burden | 78.50635185 |
| Low-inc renter severe housing cost burden | 33.00397793 |
| Uncrowded housing | 30.36058001 |
| Health Outcomes | — |
| Insured adults | 11.03554472 |
| Arthritis | 56.7 |
| Asthma ER Admissions | 38.3 |
| High Blood Pressure | 82.7 |
| Cancer (excluding skin) | 71.8 |
| Asthma | 19.7 |
| Coronary Heart Disease | 51.0 |
| Chronic Obstructive Pulmonary Disease | 22.0 |

| | |
|---|---|
| Diagnosed Diabetes | 44.3 |
| Life Expectancy at Birth | 36.7 |
| Cognitively Disabled | 44.8 |
| Physically  Disabled | 46.5 |
| Heart Attack ER Admissions | 36.2 |
| Mental Health Not Good | 16.4 |
| Chronic Kidney Disease | 45.1 |
| Obesity | 30.3 |
| Pedestrian Injuries | 80.7 |
| Physical Health Not Good | 28.8 |
| Stroke | 39.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 22.7 |
| Current Smoker | 17.7 |
| No Leisure Time for Physical Activity | 26.0 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 12.4 |
| Elderly | 86.3 |
| English Speaking | 14.5 |
| Foreign-born | 60.4 |
| Outdoor Workers | 30.8 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 45.1 |
| Traffic Density | 89.8 |
| Traffic Access | 59.1 |
| Other Indices | — |

| | |
|---|---|
| Hardship | 68.4 |
| Other Decision Support | — |
| 2016 Voting | 49.7 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 63.0 |
| Healthy Places Index Score for Project Location (b) | 32.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | SIte is 1.43 acres |
| Construction: Construction Phases | no demolition required |
| Construction: Off-Road Equipment | Construction Equipment Proposed |
| Operations: Hearths | no hearths |

# **ATTACHMENT B**

AERSCREEN Outputs

```
AERSCREEN 21112 / AERMOD 22112                                    10/07/24
                                                                  09:36:38

TITLE: Grace Residential


-----------------------------------------------------------------------------
****************************  AREA PARAMETERS  ***************************
-----------------------------------------------------------------------------

SOURCE EMISSION RATE:         0.117E-04 g/s             0.929E-04 lb/hr

AREA EMISSION RATE:           0.887E-09 g/(s-m2)        0.704E-08 lb/(hr-m2)
AREA HEIGHT:                       3.00 meters               9.84 feet
AREA SOURCE LONG SIDE:           114.86 meters             376.84 feet
AREA SOURCE SHORT SIDE:          114.86 meters             376.84 feet
INITIAL VERTICAL DIMENSION:        1.00 meters               3.28 feet
RURAL OR URBAN:                     URBAN
POPULATION:                         79000

FLAGPOLE RECEPTOR HEIGHT:           1.50 meters               4.92 feet

INITIAL PROBE DISTANCE =          5000. meters             16404. feet


-----------------------------------------------------------------------------
**********************  BUILDING DOWNWASH PARAMETERS  **********************
-----------------------------------------------------------------------------

               BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES


-----------------------------------------------------------------------------
**************************  FLOW SECTOR ANALYSIS  **************************
                 25 meter receptor spacing: 1. meters - 5000. meters
-----------------------------------------------------------------------------


   MAXIMUM  IMPACT  RECEPTOR

   Zo        SURFACE   1-HR CONC  RADIAL  DIST   TEMPORAL
   SECTOR    ROUGHNESS  (ug/m3)    (deg)   (m)    PERIOD
  ----------------------------------------------------
      1*       1.000    0.2673E-01  45    75.0     WIN
* = worst case diagonal


-----------------------------------------------------------------------------
**********************  MAKEMET METEOROLOGY PARAMETERS  ********************
-----------------------------------------------------------------------------

MIN/MAX TEMPERATURE:    250.0 / 310.0 (K)

MINIMUM WIND SPEED:       0.5 m/s

ANEMOMETER HEIGHT:     10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
DOMINANT CLIMATE TYPE:    Average Moisture
DOMINANT SEASON:          Winter

ALBEDO:                  0.35
BOWEN RATIO:             1.50
ROUGHNESS LENGTH:       1.000 (meters)

SURFACE FRICTION VELOCITY (U*) NOT ADUSTED


       METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT
       -------------------------------------------------------------

 YR MO DY JDY HR
 -- -- -- --- --
 10 01 10  10 01

    H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO  REF WS
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 -1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50

    HT  REF TA     HT
- - - - - - - - - - -
  10.0   310.0    2.0
```

```
-----------------------------------------------------------------------------
********************** AERSCREEN AUTOMATED DISTANCES *********************
                 OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE
-----------------------------------------------------------------------------
```

| DIST (m) | MAXIMUM 1-HR CONC (ug/m3) | DIST (m) | MAXIMUM 1-HR CONC (ug/m3) |
|---|---|---|---|
| 1.00 | 0.1907E-01 | 2525.00 | 0.2606E-03 |
| 25.00 | 0.2194E-01 | 2550.00 | 0.2571E-03 |
| 50.01 | 0.2451E-01 | 2575.00 | 0.2537E-03 |
| 75.00 | 0.2673E-01 | 2600.00 | 0.2503E-03 |
| 100.00 | 0.1852E-01 | 2625.00 | 0.2471E-03 |
| 125.00 | 0.1301E-01 | 2650.00 | 0.2439E-03 |
| 150.01 | 0.1016E-01 | 2675.00 | 0.2408E-03 |
| 174.99 | 0.8358E-02 | 2700.00 | 0.2377E-03 |
| 200.00 | 0.7085E-02 | 2725.00 | 0.2347E-03 |
| 225.00 | 0.6130E-02 | 2750.00 | 0.2318E-03 |
| 250.00 | 0.5387E-02 | 2775.00 | 0.2290E-03 |
| 274.99 | 0.4787E-02 | 2800.00 | 0.2262E-03 |
| 300.00 | 0.4296E-02 | 2824.99 | 0.2234E-03 |
| 325.00 | 0.3889E-02 | 2850.00 | 0.2208E-03 |
| 350.01 | 0.3542E-02 | 2875.00 | 0.2181E-03 |
| 375.01 | 0.3247E-02 | 2900.00 | 0.2156E-03 |
| 400.00 | 0.2991E-02 | 2925.00 | 0.2131E-03 |
| 425.00 | 0.2769E-02 | 2950.00 | 0.2106E-03 |
| 450.00 | 0.2573E-02 | 2975.00 | 0.2082E-03 |
| 475.01 | 0.2400E-02 | 2999.99 | 0.2058E-03 |
| 500.00 | 0.2246E-02 | 3025.00 | 0.2035E-03 |
| 525.00 | 0.2108E-02 | 3050.00 | 0.2012E-03 |
| 550.00 | 0.1985E-02 | 3074.99 | 0.1990E-03 |
| 575.01 | 0.1874E-02 | 3100.00 | 0.1968E-03 |
| 599.99 | 0.1773E-02 | 3125.00 | 0.1946E-03 |
| 625.00 | 0.1680E-02 | 3150.00 | 0.1925E-03 |
| 650.00 | 0.1596E-02 | 3175.00 | 0.1904E-03 |
| 675.00 | 0.1519E-02 | 3200.00 | 0.1884E-03 |
| 699.99 | 0.1448E-02 | 3225.00 | 0.1864E-03 |
| 725.00 | 0.1383E-02 | 3250.00 | 0.1844E-03 |
| 750.00 | 0.1322E-02 | 3275.00 | 0.1825E-03 |
| 775.00 | 0.1266E-02 | 3300.00 | 0.1806E-03 |
| 800.00 | 0.1213E-02 | 3325.00 | 0.1788E-03 |
| 825.00 | 0.1165E-02 | 3350.00 | 0.1770E-03 |
| 850.00 | 0.1120E-02 | 3375.00 | 0.1752E-03 |
| 875.00 | 0.1077E-02 | 3400.00 | 0.1734E-03 |
| 900.00 | 0.1038E-02 | 3425.00 | 0.1717E-03 |
| 925.00 | 0.1001E-02 | 3450.00 | 0.1700E-03 |
| 950.00 | 0.9658E-03 | 3475.00 | 0.1683E-03 |
| 975.00 | 0.9330E-03 | 3500.00 | 0.1667E-03 |
| 1000.00 | 0.9018E-03 | 3525.00 | 0.1650E-03 |
| 1025.00 | 0.8724E-03 | 3550.00 | 0.1635E-03 |
| 1050.00 | 0.8449E-03 | 3575.00 | 0.1619E-03 |
| 1075.00 | 0.8188E-03 | 3600.00 | 0.1604E-03 |
| 1100.00 | 0.7940E-03 | 3625.00 | 0.1588E-03 |
| 1125.00 | 0.7705E-03 | 3650.00 | 0.1574E-03 |
| 1150.00 | 0.7480E-03 | 3675.00 | 0.1559E-03 |
| 1175.00 | 0.7266E-03 | 3700.00 | 0.1545E-03 |
| 1200.00 | 0.7064E-03 | 3725.00 | 0.1530E-03 |
| 1225.01 | 0.6871E-03 | 3750.00 | 0.1516E-03 |
| 1250.00 | 0.6689E-03 | 3775.00 | 0.1503E-03 |
| 1275.00 | 0.6514E-03 | 3800.00 | 0.1489E-03 |
| 1300.00 | 0.6346E-03 | 3825.00 | 0.1476E-03 |
| 1325.00 | 0.6185E-03 | 3850.00 | 0.1463E-03 |
| 1350.00 | 0.6032E-03 | 3875.00 | 0.1450E-03 |
| 1375.00 | 0.5884E-03 | 3900.00 | 0.1437E-03 |
| 1400.00 | 0.5742E-03 | 3925.00 | 0.1425E-03 |
| 1425.00 | 0.5606E-03 | 3950.00 | 0.1412E-03 |
| 1450.00 | 0.5476E-03 | 3975.00 | 0.1400E-03 |
| 1475.00 | 0.5351E-03 | 4000.00 | 0.1388E-03 |
| 1500.00 | 0.5231E-03 | 4025.00 | 0.1377E-03 |
| 1525.00 | 0.5115E-03 | 4050.00 | 0.1365E-03 |
| 1550.00 | 0.5004E-03 | 4074.99 | 0.1353E-03 |
| 1574.99 | 0.4897E-03 | 4100.00 | 0.1342E-03 |
| 1600.00 | 0.4794E-03 | 4125.00 | 0.1331E-03 |
| 1625.00 | 0.4695E-03 | 4150.00 | 0.1320E-03 |
| 1650.00 | 0.4599E-03 | 4175.00 | 0.1309E-03 |
| 1675.00 | 0.4507E-03 | 4200.00 | 0.1299E-03 |
| 1700.00 | 0.4417E-03 | 4225.00 | 0.1288E-03 |
| 1725.00 | 0.4331E-03 | 4250.00 | 0.1278E-03 |
| 1750.00 | 0.4247E-03 | 4275.00 | 0.1268E-03 |
| 1775.00 | 0.4166E-03 | 4300.00 | 0.1258E-03 |
| 1800.00 | 0.4088E-03 | 4325.00 | 0.1248E-03 |
| 1825.00 | 0.4013E-03 | 4349.99 | 0.1238E-03 |
| 1850.00 | 0.3940E-03 | 4375.00 | 0.1228E-03 |
| 1875.00 | 0.3869E-03 | 4400.00 | 0.1219E-03 |
| 1900.00 | 0.3801E-03 | 4425.00 | 0.1209E-03 |
| 1925.00 | 0.3734E-03 | 4450.00 | 0.1200E-03 |
| 1950.00 | 0.3670E-03 | 4475.00 | 0.1191E-03 |
| 1975.00 | 0.3648E-03 | 4500.00 | 0.1182E-03 |
| 2000.00 | 0.3586E-03 | 4525.00 | 0.1173E-03 |

| | | | |
|---|---|---|---|
| 2025.00 | 0.3525E-03 | 4550.00 | 0.1164E-03 |
| 2050.00 | 0.3466E-03 | 4575.00 | 0.1155E-03 |
| 2075.00 | 0.3409E-03 | 4600.00 | 0.1147E-03 |
| 2100.00 | 0.3354E-03 | 4625.00 | 0.1138E-03 |
| 2125.00 | 0.3300E-03 | 4650.00 | 0.1130E-03 |
| 2150.00 | 0.3247E-03 | 4675.00 | 0.1122E-03 |
| 2175.00 | 0.3196E-03 | 4700.00 | 0.1113E-03 |
| 2200.00 | 0.3147E-03 | 4725.00 | 0.1105E-03 |
| 2225.00 | 0.3098E-03 | 4750.00 | 0.1097E-03 |
| 2250.00 | 0.3051E-03 | 4775.00 | 0.1090E-03 |
| 2275.00 | 0.3006E-03 | 4800.00 | 0.1082E-03 |
| 2300.00 | 0.2961E-03 | 4825.00 | 0.1074E-03 |
| 2325.00 | 0.2917E-03 | 4850.00 | 0.1067E-03 |
| 2350.00 | 0.2875E-03 | 4875.00 | 0.1059E-03 |
| 2375.00 | 0.2834E-03 | 4899.99 | 0.1052E-03 |
| 2400.00 | 0.2793E-03 | 4925.00 | 0.1045E-03 |
| 2425.00 | 0.2754E-03 | 4950.00 | 0.1037E-03 |
| 2450.00 | 0.2716E-03 | 4975.00 | 0.1030E-03 |
| 2475.00 | 0.2678E-03 | 5000.00 | 0.1023E-03 |
| 2500.00 | 0.2641E-03 | | |

```
---------------------------------------------------------------------------
*********************  AERSCREEN MAXIMUM IMPACT SUMMARY  ********************
---------------------------------------------------------------------------

3-hour, 8-hour, and 24-hour scaled
concentrations are equal to the 1-hour concentration as referenced in
SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY
IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4)
Report number EPA-454/R-92-019
http://www.epa.gov/scram001/guidance_permit.htm
under Screening Guidance

                      MAXIMUM      SCALED      SCALED      SCALED      SCALED
                       1-HOUR      3-HOUR      8-HOUR     24-HOUR      ANNUAL
  CALCULATION           CONC        CONC        CONC        CONC        CONC
   PROCEDURE          (ug/m3)     (ug/m3)     (ug/m3)     (ug/m3)     (ug/m3)
---------------    ----------  ----------  ----------  ----------  ----------
FLAT TERRAIN       0.2693E-01  0.2693E-01  0.2693E-01  0.2693E-01     N/A

DISTANCE FROM SOURCE         79.00 meters



IMPACT AT THE
AMBIENT BOUNDARY   0.1907E-01  0.1907E-01  0.1907E-01  0.1907E-01     N/A

DISTANCE FROM SOURCE          1.00 meters
```

# ATTACHMENT C

Health Risk Calculations

**Air Quality Health Risk Calculations (Worst-Case)**
**Grace Residential Tier4 with DPF**

| | | |
|---|---|---|
| From CalEE Annual Output | Emission per day (Ton/Total Construction Duration) | **0.000356** |
| | Construction Start | **6/30/2025** |
| | Construction Complete | **5/15/2026** |
| | Days | **319** |
| | Construction Emission per day (lb/day) | **0.002231975** |
| | Annual Duration (Days) | **365** |
| Used as an input to AERSCREEN | Annualized Emission Rate (Grams/Second) | **1.17024E-05** |
| | Project Site Size (Acres) | **1.43** |
| | Project Site Size (meters^2) | **13192.75194** |
| | Length of Smalles Side (meters) | **114.8597055** |
| | Concentration Hourly From AERSCREEN (Ug/M^3) | **2.67E-02** |
| From AERSCREEN Hourly * 0.1 to convert to annual | Concentration Annual (Ug/M^3) | **0.002673** |

| | Days | Days to years | | | | |
|---|---|---|---|---|---|---|
| Duration | 319 | 0.873972603 | | | | |
| Age (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) - From F15 | 0.002673 | 0.002673 | 0.002673 | 0.002673 | 0.002673 | 0.002673 |
| Breathing Rate per agegroup BR/BW (Page 5-25) | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000093 | 0.00000280 | 0.00000221 | 0.00000191 | 0.00000086 | 0.00000074 |
| Construction Days | 319 | 0.873972603 | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 0.873972603 | 0.873972603 | 0.873972603 | 0.873972603 | 0.873972603 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH (School within one mile) | 1 | 1 | 1 | 1 | 0.73 | 0.73 |
| Risk for Each Age Group | 3.63925E-08 | 3.8414E-07 | 9.10305E-08 | 7.87663E-08 | 8.61847E-09 | 7.46077E-09 |
| Risk per million Exposed | 0.036392513 | 0.384139665 | 0.091030528 | 0.078766252 | 0.008618473 | 0.007460768 |
| Construction Duration | 0.42 | | | | | |
| Cancer Risk Per Million 9-years | 0.51 | | | | | |
| Cancer Risk Per Million 30-years | 0.51 | | | | | |
| **Cancer Risk Per Million 70-years** | **0.51** | | | | | |

**Air Quality Health Risk Calculations (Worst-Case)**
**Ramona Hotel T4**

| | | |
|---|---|---|
| From CalEE Annual Output | Emission per day (Ton/Total Construction Duration) | **0.0022** |
| | Construction Start | **6/1/2025** |
| | Construction Complete | **5/14/2026** |
| | Days | **347** |
| | Construction Emission per day (lb/day) | **0.012680115** |
| | Annual Duration (Days) | **365** |
| Used as an input to AERSCREEN | Annualized Emission Rate (Grams/Second) | **6.64825E-05** |
| | Project Site Size (Acres) | **3.26** |
| | Project Site Size (meters^2) | **13192.75194** |
| | Length of Smalles Side (meters) | **114.8597055** |
| | Concentration Hourly From AERSCREEN (Ug/M^3) | **5.04E-09** |
| From AERSCREEN Hourly * 0.1 to convert to annual | Concentration Annual (Ug/M^3) | **0.03448** |

| | Days | Days to years | | | | |
|---|---|---|---|---|---|---|
| Duration | 319 | 0.873972603 | | | | |
| Age (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) - From F15 | 0.03448 | 0.03448 | 0.03448 | 0.03448 | 0.03448 | 0.03448 |
| Breathing Rate per agegroup BR/BW (Page 5-25) | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00001195 | 0.00003608 | 0.00002850 | 0.00002466 | 0.00001109 | 0.00000960 |
| Construction Days | 319 | 0.873972603 | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 0.873972603 | 0.873972603 | 0.873972603 | 0.873972603 | 0.873972603 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 1 | 1 | 1 | 1 | 0.73 | 0.73 |
| Risk for Each Age Group | 4.6944E-07 | 4.95516E-06 | 1.17424E-06 | 1.01603E-06 | 1.11173E-07 | 9.62392E-08 |
| Risk per million Exposed | 0.469440274 | 4.955157372 | 1.174235917 | 1.016034562 | 0.11117282 | 0.096239157 |
| Construction Duration | 5.42 | | | | | |
| Cancer Risk Per Million 9-years | 6.60 | | | | | |
| Cancer Risk Per Million 30-years | 6.55 | | | | | |
| **Cancer Risk Per Million 70-years** | **6.54** | | | | | |

# ARCHAEOLOGICAL SURVEY REPORT FOR THE GRACE STREET DEVELOPMENT PROJECT 240 GRACE STREET CITY OF OCEANSIDE, CALIFORNIA

**Prepared for:**

Sean Santa Cruz
Hallmark Communities, Inc.
740 Lomas Santa Fe Drive, Suite 204
Solana Beach, CA 92075

**Prepared by:**

Laguna Mountain Environmental, Inc.
3421 Voltaire Street
San Diego, CA 92106

Andrew R. Pigniolo, RPA

November 2024
Revised January 2025

Laguna Mountain Environmental, Inc.

# ARCHAEOLOGICAL SURVEY REPORT
# FOR THE
# GRACE STREET DEVELOPMENT PROJECT
# 240 GRACE STREET
# CITY OF OCEANSIDE, CALIFORNIA

**Prepared for:**

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740 Lomas Santa Fe Drive, Suite 204
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Laguna Mountain Environmental, Inc.
3421 Voltaire Street
San Diego, CA 92106

Andrew R. Pigniolo, RPA

November 2024
Revised January 2025

**National Archaeological Data Base Information**
*Type of Study:* Cultural Resource Survey
*Sites:* None
*USGS Quadrangle:* San Luis Rey 7.5'
*Area:* 1.4 Acres
*Key Words:* Oceanside, 240 Grace Street, Negative Survey

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## ABSTRACT

Laguna Mountain Environmental, Inc. (Laguna Mountain) conducted an archaeological survey over 1.4-acres located at 240 Grace Street in the City of Oceanside to determine if the proposed project would impact cultural resources. Archaeological and historical research included a records search, literature review, examination of historic maps and records, and an intensive archaeological field inventory of the property.

Cultural resource work was conducted in accordance with the California Environmental Quality Act (CEQA) and related implementing regulations. The City of Oceanside will serve as the lead agency for CEQA compliance for the project.

A record search of the project area was conducted at the South Coastal Information Center. The record search indicated that the project area has not been previously surveyed and that no sites have been previously recorded within the project area. At least 70 cultural resource studies have been conducted in the vicinity of the project. The record search indicated that 18 cultural resources have been previously recorded within a one-miles radius of the project. These are 10 prehistoric resources and eight historic resources.

The current inventory was conducted on September 3, 2024 by Delman James, under the direction of Andrew Pigniolo. Jessica Alexander, of Saving Sacred Sites, served as the Native American monitor. The project area was intensively surveyed in 10-15 m intervals. Most of the vegetation on the project area consists of disturbed ruderal grasses with ice plant at the eastern edge of the parcel. Surface visibility of approximately 90 percent was present overall. Most of the area seems to have been graded in the past. The survey was adequate to identify surface cultural resources within the project area.

The survey did not identify any cultural resources within the project area. No artifacts or other cultural material was observed.

Because the project includes development of areas of deposits that might conceal archaeological sites, construction monitoring of all soil disturbing activities is recommended.

# I. INTRODUCTION

## A. Project Description

The proposed project is located within the City of Oceanside in the northwestern portion of San Diego County, California (Figure 1). It is situated south of Highway 76, east of Interstate 5, and north of Oceanside Boulevard. Specifically, the parcel is located east of Grace Street in a vacant field south of Foster Street and north of the parking lot for the First Baptist Church of Oceanside at 240 Grace Street (APN 148-320-42). The entire church parcel is 5.4 acres in size, but only a 1.4 acre portion of the parcel is involved with this project. The project is located in the southwestern portion of Section 24 in Township 11 South, Range 5 West as shown on the San Luis Rey USGS 7.5' Quadrangle (Figure 2).

The project proposes to develop the vacant portion of the parcel into 19 house lots (Figure 3). No off-site improvements are proposed. The survey of the project was conducted to assess current conditions and determine if impacts to cultural resources would result from the proposed project.

The archaeological survey was conducted pursuant to the California Environmental Quality Act (CEQA), and respective City of Oceanside implementing regulations and guidelines. The City of Oceanside will serve as lead agency for CEQA compliance. The archaeological survey was conducted to determine if any cultural resources eligible for inclusion in the California Register of Historic Resources (California Register) will be affected by this project.

## B. Project Personnel

Andrew R. Pigniolo served as Principal Investigator for the project. Mr. Pigniolo is a member of the Register of Professional Archaeologists (RPA) and meets the Secretary of the Interior's standards for qualified archaeologists. Mr. Pigniolo has an MA in Anthropology from San Diego State University and has more than 44 years of experience as an archaeologist in the southern California region. His resume is included as Appendix A.

Associate Archaeologist Delman James conducted the survey. He has a B.A. degree in Anthropology from the University of California, Santa Barbara and more than 39 years of experience in archaeology. Jessica Alexander, of Saving Sacred Sites, served as the Native American monitor.

Carol Serr performed the record search, created the figures, and edited the report. She has a B.A. in Anthropology from San Diego State University and more than 45 years of experience doing San Diego County archaeology.

## C. Structure of the Report

This report follows the State Historic Preservation Office's guidelines for Archaeological Resource Management Reports (ARMR). The report introduction provides a description of the project and associated personnel. Section II provides background on the project area and previous research. Section III describes the research design, and survey methods while Section IV describes the survey results. Section V provides a summary and recommendations.

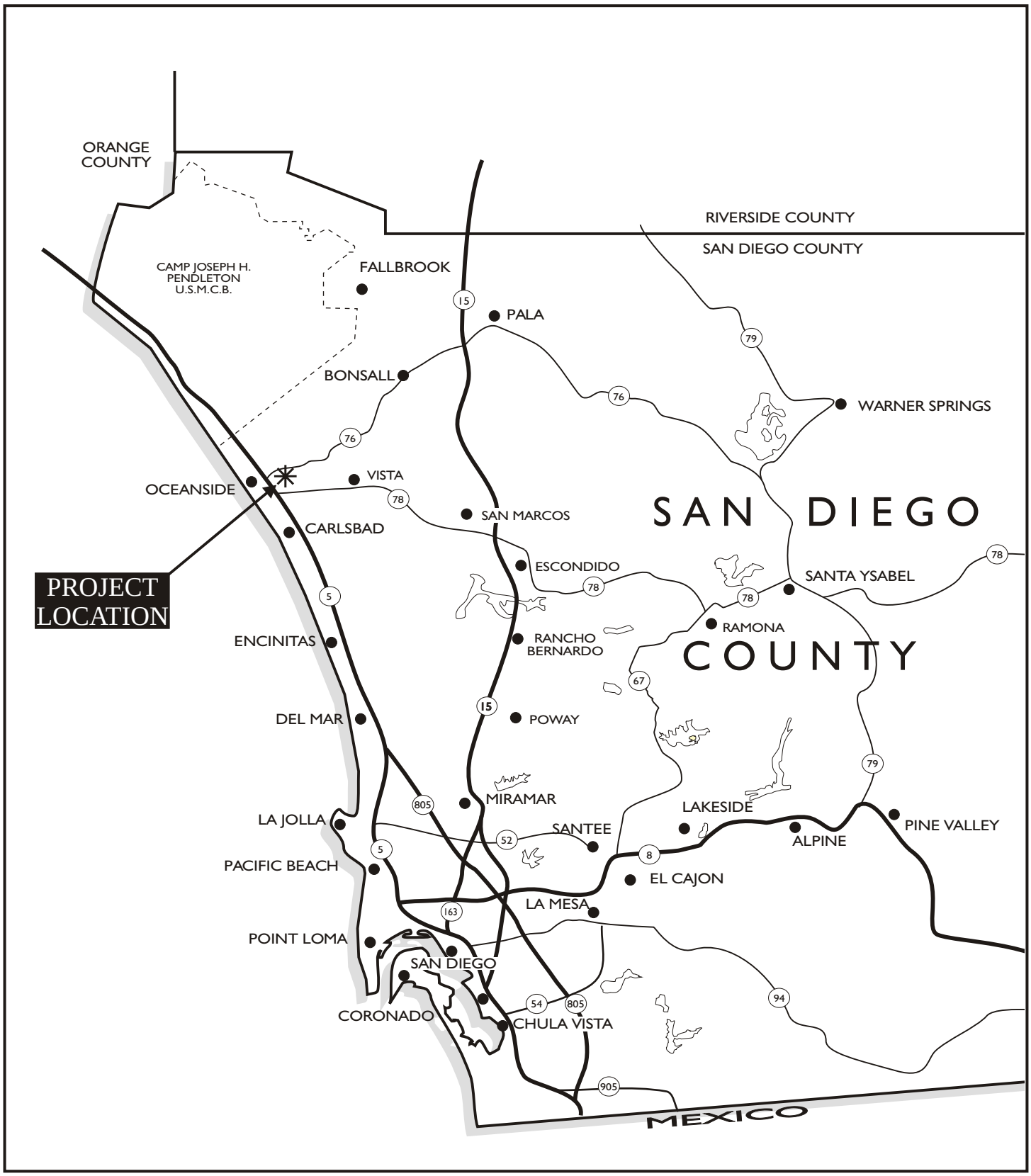


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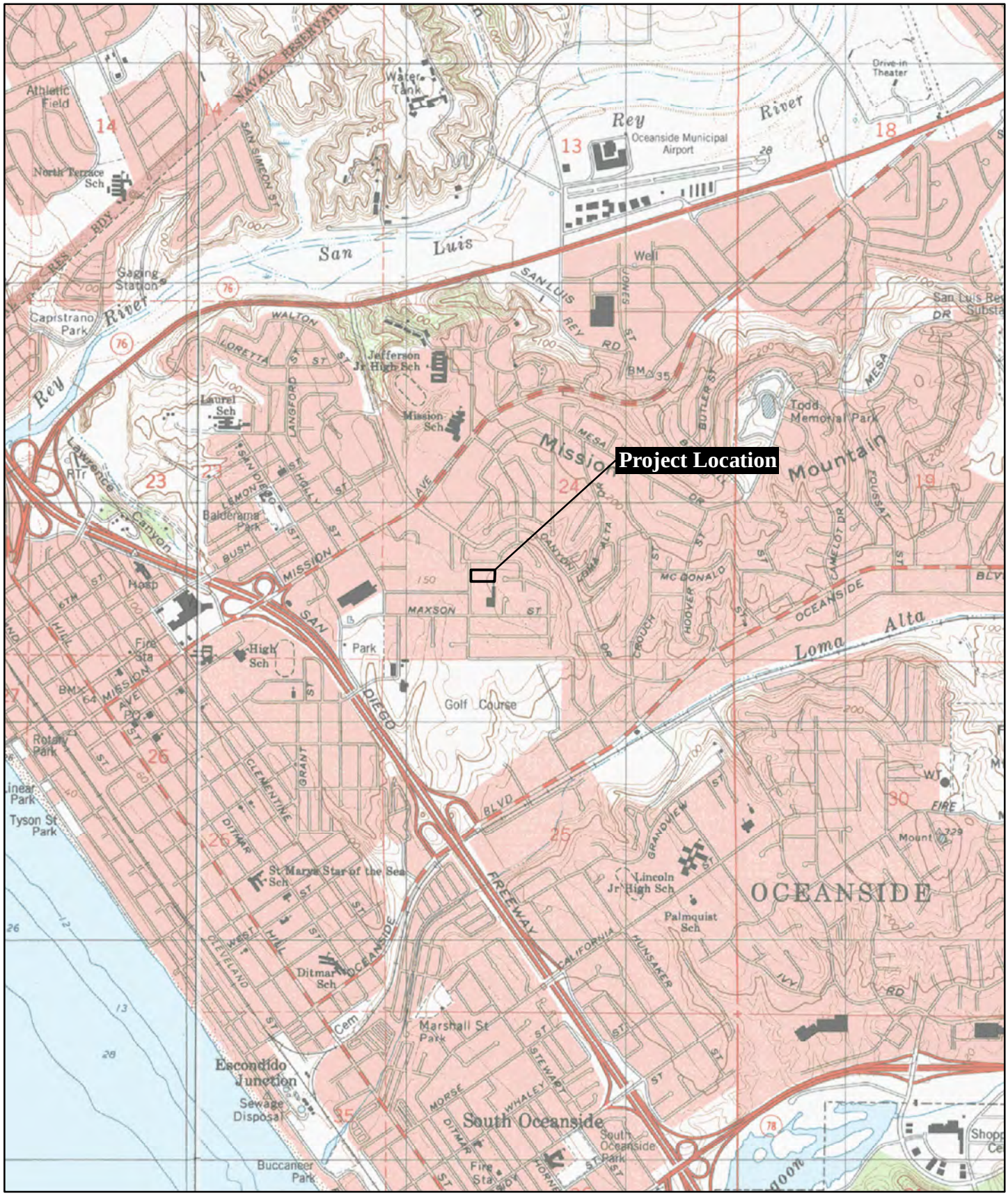
Figure 1
Regional Location Map

Laguna Mountain Environmental, Inc.

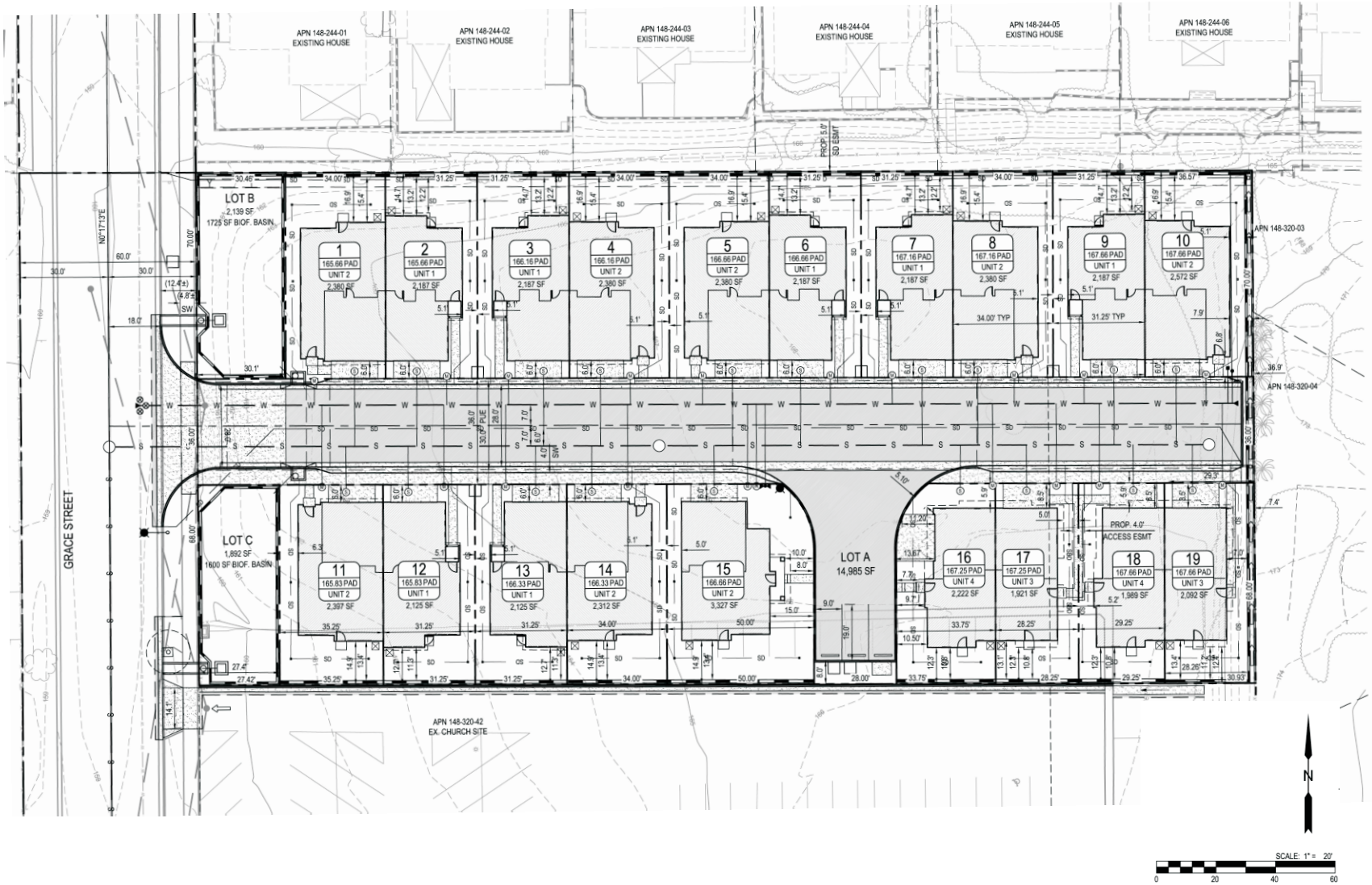



Source: USGS 7.5' San Luis Rey Quadrangle

0 1,000 2,000 Feet

Figure 2
Project Location

Laguna Mountain Environmental, Inc.




Source: PLSA Engineering (11/6/24)

Figure 3
Project Plans

Laguna Mountain Environmental, Inc.

# II. NATURAL AND CULTURAL SETTING

The following environmental and cultural background provides a context for the cultural resource inventory.

## A. Natural Setting

The project area is located on the southern side of the San Luis Rey River Valley in the northwestern portion of San Diego County. The area is relatively flat, located west of the base of Mission Mountain. The project elevation is approximately 150 feet above mean sea level (AMSL).

The geomorphology of the project area is a product of the region's geologic history. During the Jurassic and late Cretaceous Periods (>100 million years ago) a series of volcanic islands paralleled the current coastline in the San Diego region. The remnants of these islands stand as Mount Helix, Black Mountain, and the Jamul Mountains among others. This island arc of volcanos spewed out vast layers of tuff (volcanic ash) and volcanic breccia that have since been metamorphosed into hard rock of the Santiago Peak Volcanic formation. These fine-grained rocks provided a regionally important resource for Native American flaked stone tools.

At about the same time, a granitic and gabbroic batholith was being formed east of these volcanoes. This batholith was uplifted and forms the granitic rocks and outcrops of the Peninsular Range and the foothills to the west. In San Diego County the large and varied crystals of these granitic rocks provided particularly good abrasive surfaces for Native American seed processing. These outcrops were frequently used for bedrock milling of seeds. The batholith contains numerous pegmatite dikes. This was a good source of quartz, a material used by Native Americans for flaked stone tools and ceremonial purposes.

As the Peninsular Batholith rose, it warped and metamorphosed the overlying sediments, forming the Julian Schist (Remeika and Lindsay 1992). This formation contains quartzite, a material also used for Native American flaked stone tools. Its relatively poor flaking qualities made this quartzite less popular for tool making than the quartz and Santiago Peak materials.

The project area is underlain by old paralic deposits (Kennedy and Tan 2005). These consist of late to middle Pleistocene poorly sorted colluvial deposits of siltstone, sandstone, and conglomerate (Kennedy and Tan 2005).

The project area soil is Chesterton fine sandy loam (Bowman 1973). This soil series consists of moderately well drained fine sandy loams that have a sandy clay subsoil. These soils formed in material weathered in place from soft ferruginous sandstone. They are on ridges and in swales and have slopes of 2 to 15 percent. The elevation ranges from 50 to 400 feet.

The climate of the region can be described as the Mediterranean with cool wet winters and hot dry summers. Average rainfall in the area is approximately 10 inches a year (Pryde 1976). The San Luis Rey River is about 5,000 feet north of the project and would have provided an important source of water to the region.

The dominant vegetation community within the project area was probably coastal sage scrub and/or riparian in the past. Most of the project consists of disturbed ruderal species, but some salt tolerant native species were also observed. Components of these communities provided important resources to Native Americans in the region. Sage seed, yucca, buckwheat, acorns, and native grasses formed important food resources to Late Prehistoric Native Americans.

Past animal resources in the region include deer, fox, raccoon, skunk, bobcats, coyotes, rabbits, and various rodent, reptile, and bird species. The welands along the San Luis Rey River to the north and the river mouth to the southwest would have provided a variety of resources including shellfish, bird, and other marine resources.

## B. Cultural Setting

### Paleoindian Period

The earliest well documented prehistoric sites in southern California are identified as belonging to the Paleoindian period, which has locally been termed the San Dieguito complex/tradition. The Paleoindian period is thought to have occurred between 9,000 years ago, or earlier, and 8,000 years ago in this region. Although varying from the well-defined fluted point complexes such as Clovis, the San Dieguito complex is still seen as a hunting focused economy with limited use of seed grinding technology. The economy is generally seen to have focused on highly ranked resources such as large mammals and relatively high mobility that may be related to following large game. Archaeological evidence associated with this period has been found around inland dry lakes, on old terrace deposits of the California desert, and also near the coast where it was first documented at the Harris site.

### Early Archaic Period

Native Americans during the Archaic period had a generalized economic focus on hunting and gathering. In many parts of North America, Native Americans chose to replace this economy with economies based on horticulture and agriculture. Coastal southern California economies remained largely based on wild resource use until European contact (Willey and Phillips 1958). Changes in hunting technology and other important elements of material culture have created two distinct subdivisions within the Archaic period in southern California.

The Early Archaic period is differentiated from the earlier Paleoindian period by a shift to a more generalized economy and an increased focus on use of grinding and seed processing technology. At sites dated between approximately 8,000 and 1,500 years before present (BP), the increased use of groundstone artifacts, the atlatl and dart points, along with a mixed core-based tool assemblage, identify a range of adaptations to a more diversified set of plant and animal resources. Variations of the Pinto and Elko series projectile points, large bifaces, manos and portable metates, core tools, and heavy use of marine invertebrates in coastal areas are characteristic of this period, but many coastal sites show limited use of diagnostic dart points. Major changes in technology within this relatively long chronological unit appear limited. Several scientists have considered changes in

projectile point styles and artifact frequencies within the Early Archaic period to be indicative of population movements or units of cultural change (Moratto 1984), but these units are poorly defined locally due to poor site preservation.

**Late Prehistoric Period**

Around 2000 BP, dramatic cultural changes occurred. An intrusion of Shoshonean-speakers into the northern part of San Diego County occurred around 1500 BP. The Late Prehistoric period in San Diego County is recognized archaeologically by the introduction of bow and arrow technology, the replacement of flexed inhumations with cremation, the introduction of ceramics and an emphasis on inland plant food collection and processing, especially acorns. Inland semi-sedentary villages were established along major water courses, and montane areas were seasonally occupied to exploit acorns and piñon nuts, resulting in permanent milling stations on bedrock outcrops. Mortar holes for acorn processing increased in frequency relative to seed-grinding basins.

This period is known archaeologically in the southern part of San Diego County as the Yuman (Rogers 1945) or the Cuyamaca Complex (True 1970). In the northern part of the county, where the project is located, the period is known as the San Luis Rey Complex (Meighan 1954; True et. al. 1974).

The San Luis Rey Complex is divided into two phases. San Luis Rey I is a preceramic phase dating from approximately 2000 BP to 500 BP (True et. al. 1974). The material culture of this phase includes small triangular pressure flaked arrow points, manos, portable metates, *Olivella* shell beads, drilled stone ornaments, and mortars and pestles. The San Luis Rey II phase differs only in the addition of ceramic vessels and rock paintings (pictographs). Dates for the introduction of ceramics have not been satisfactorily documented, however.

The Shoshonean inhabitants of northern San Diego County were called the Luiseño by Franciscan friars who named the San Luis Rey River and established the San Luis Rey Mission in the heart of Luiseño territory. The Luiseño territory encompassed an area from roughly Agua Hedionda on the coast, east to Lake Henshaw, north into Riverside County, and west through San Juan Capistrano to the coast (Bean and Shipek 1978).

The Luiseño shared boundaries with the Gabrieliño and Serrano to the west and northwest, the Cahuilla from the deserts to the east, the Cupeño to the southeast and the Ipai (northern Kumeyaay), to the south. All but the Ipai are linguistically similar to the Luiseño, belonging to the Takic subfamily of Uto-Aztecan (Bean and Shipek 1978). The Yuman Ipai have a different language and cultural background but shared certain similarities in social structure, and some Ipai incorporated some Luiseño religious practices.

The Luiseño were divided into several autonomous lineages or kin groups. The lineage represented the basic political unit among most southern California Native Americans. According to Bean and Shipek (1978) each Luiseño lineage possessed a permanent base camp, or village, in the San Luis Rey Valley and another in the mountain region for the exploitation of acorns, although this mobility

pattern may only apply to the ethnohistoric present. Nearly all resources of the environment were exploited by the Luiseño in a highly developed seasonal mobility system. Each lineage had exclusive hunting and gathering rights in their procurement ranges and violation of trespass was seriously punished (Bean and Shipek 1978).

Acorns were the most important single food source used by the Luiseño. Their villages were usually located near water necessary for leaching acorn meal. Seeds from grasses, manzanita, sage, sunflowers, lemonade berry, chia and other plants were also used along with various wild greens and fruits. Deer, small game and birds were hunted and fish and marine foods were eaten. Generally women collected the plant resources and the men hunted, but there was no rigid sexual division of labor (Bean and Shipek 1978).

Houses were arranged in the village without apparent pattern. The houses in primary villages were conical structures covered with tule bundles, having excavated floors and central hearths. Houses constructed at the mountain camps generally lacked any excavation, probably due to the summer occupation. Other structures included sweathouses, ceremonial enclosures, ramadas and acorn granaries. Domestic implements included wooden utensils, baskets, and ceramic cooking and storage vessels.

Hunting implements consisted of the bow and arrow, curved throwing sticks, nets and snares. Shell and bone hooks as well as nets were used for fishing. Lithic resources of quartz and volcanics, and some cherts were available locally in some areas. Exotic materials, such as obsidian and steatite, were acquired through trade.

The traditional Luiseño religion is a complex and deeply philosophical belief system with powerful religious leaders, elaborate ceremonies, and a veil of secrecy (White 1963). Each ritual and ceremonial specialist maintained the knowledge of the full meaning of a ceremony in secrecy and passed on the knowledge to only one heir. The decimation of the population after European contact undoubtedly caused the loss of some religious specialists and brought about abbreviated versions of ceremonies (Winterrowd and Shipek 1986), many of which are still practiced today. Surviving ceremonies include initiation for cult candidates, installation of religious chiefs, and funerals and clothes burning (Bean and Shipek 1978).

**Ethnohistoric Period**

The Ethnohistoric period refers to a brief period when Native American culture was initially being affected by Euroamerican culture and historical records on Native American activities were limited. Spanish explorers first encountered coastal Luiseño villages in 1769 and later established the Mission San Luis Rey de Francia in 1798, 4 miles inland from the mouth of the river. The missions "recruited" the Luiseño to use as laborers and convert them to Catholicism. The inland Luiseño were not heavily affected by Spanish influence until 1816, when an outpost of the mission was established 20 miles farther inland, at Pala (Sparkman 1908).

At the time of contact, Luiseño population estimates ranged from 5,000 to as many as 10,000 individuals. Missionization, along with the introduction of European diseases, greatly reduced the Luiseño population. Most villagers, however, continued to maintain many of their aboriginal customs and simply adopted the agricultural and animal husbandry practices learned from Spaniards.

By the early 1820s California came under Mexico's rule, and in 1834 the missions were secularized resulting in political imbalance that caused Indian uprisings against the Mexican rancheros. Many of the Luiseños left the missions and ranchos and returned to their original village settlements.

When California became a sovereign state in 1849, the Luiseño were recruited more heavily as laborers and experienced even harsher treatment. Conflicts between Native Americans and encroaching Anglos finally led to the establishment of reservations for some Luiseño populations, including the La Jolla Reservation in 1875. Other Luiseños were displaced from their homes, moving to nearby towns or ranches. The reservation system interrupted Luiseño social organization and settlement patterns, yet many aspects of the original Luiseño culture still persist today. Certain rituals and religious practices are maintained and traditional games, songs and dances continue as well as the use of foods such as acorns, yucca, and wild game.

**Historic Period**

Cultural activities within San Diego County between the late 1700s and the present provide a record of Native American, Spanish, Mexican, and American control, occupation, and land use. An abbreviated history of San Diego County is presented for the purpose of providing a background on the presence, chronological significance, and historical relationship of cultural resources within the county.

Native American control of the southern California region ended in the political views of western nations with Spanish colonization of the area beginning in 1769. De facto Native American control of the majority of the population of California did not end until several decades later. In southern California, Euroamerican control was firmly established by the end of the Garra uprising in the early 1850s (Phillips 1975).

The Spanish Period (1769-1821) represents a period of Euroamerican exploration and settlement. Dual military and religious contingents established the San Diego Presidio and the San Diego and San Luis Rey missions. The Mission system used Native Americans to build a footing for greater European settlement. The Mission system also introduced horses, cattle, other agricultural goods and implements; and provided construction methods and new architectural styles. The cultural and institutional systems established by the Spanish continued beyond the year 1821, when California came under Mexican rule.

The Mexican Period (1821-1848) includes the retention of many Spanish institutions and laws. The mission system was secularized in 1834, which dispossessed many Native Americans and increased Mexican settlement. After secularization, large tracts of land were granted to individuals and families establishing the rancho system. Cattle ranching dominated other agricultural activities and

the development of the hide and tallow trade with the United States increased during the early part of this period. The Pueblo of San Diego was established during this period and Native American influence and control greatly declined. The Mexican Period ended when Mexico ceded California to the United States after the Mexican-American War of 1846-1848.

Soon after American control was established gold was discovered in California. The tremendous influx of American and Europeans that resulted, quickly drowned out much of the Spanish and Mexican cultural influences and eliminated the last vestiges of de facto Native American control. Few Mexican ranchos remained intact because of land claim disputes and the homestead system increased American settlement beyond the coastal plain.

## C. Prior Research

The archaeological inventory includes archival and other background studies in addition to the field survey of the project. The archival research consisted of a record search of the project area conducted by the South Coastal Information Center (SCIC) at San Diego State University (Appendix B). This information was used to identify previously recorded resources and determine the types of resources that might occur in the survey area. The results of the archival research are described here.

The record search indicates that the project area has not been previously surveyed and that no cultural resources have been previously recorded within the project area. As shown on Table 1, at least 70 cultural resource studies have been conducted in the vicinity of the project. These projects were conducted from the second half of the 1970s until recent.

The record search indicates that 18 cultural resources have been previously recorded within a one-mile radius of the project (Table 2). These include 10 prehistoric resources and eight historic resources.

A review of historic maps and aerial photographs indicate that no historic-age structures been located in the project area. The vacant parcel appears to have been agricultural land by 1946, if not earlier (NETR 1946-2000). Agricultural use seems to have stopped by 1964, when the first church buildings appear on the aerial photograph. The present day church structure was completed by 1967. The parcel was graded at times, over the subsequent years and the east end was used for some purpose with a few small structures present since 1978. The lot appears to have been kept clear of vegetation in the 1980s and probably used as a ball field. Vegetation clearing continued on the lot, and all structures in the eastern portion have been removed after 2005.

## Table 1. Archaeological Investigations within One Mile of the Project Area

| Author(s) | Report Title | Year |
|---|---|---|
| Aharoni | Report for the Charles Libby House | 1977 |
| Anderson et al. | Cultural and Paleontological Resources Identification Memorandum for the Oceanside Transit Center Redevelopment Project, Mission Site, City of Oceanside | 2022 |
| Arrington | Cultural Resources Final Report of Monitoring and Findings for the QWest Network Construction Project | 2006 |
| Becker | Cultural Resources Survey for the North County Medical Services Mission Mesa Pediatrics Clinic, Oceanside | 2012 |
| Blake | Sixth Supplemental Historic Property Survey Report (HPSR): Revised Area of Potential Effects (APE) I-5 North Coast Corridor | 2013 |
| Bonner and Aislin-Kay | Cultural Resource Records Search and Site Visit Results for T-Mobile Candidate SD06927B (Grandview Street Row), 2126 Grandview Street, Oceanside | 2006 |
| Bonner and Crawford | Direct APE Historic Architectural Assessment for AT&T Mobility, LLC Candidate SD0249 (Oceanside Switch), 2225 Mission Avenue, Oceanside | 2014 |
| Bonner and Keasling | Cultural Resource Records Search and Site Visit Results for Cricket Telecommunications Facility Candidate SAN-112 (Best Western), 1680 Oceanside Boulevard, Oceanside | 2006 |
| Bonner, Williams, and Crawford | Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC SD0249 (Oceanside Switch), 2225 Mission Avenue, Oceanside | 2013 |
| Bruce, Wills, and Crawford | Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate SD0249 (Oceanside Switch), 2225 Mission Avenue, Oceanside | 2018 |
| Brunzell | San Diego 129 Project, San Diego County | 2017 |
| Byrd and N'Neill | Archaeological Survey Report for the Phase I Archaeological Survey along Interstate 5, San Diego County | 2002 |
| CalTrans | Interstate 5 Corridor Project Historic Property Survey Report and Supplementals | 2007 |
| CalTrans | Interstate 5 North Coast Corridor Project Supplemental Draft Environmental Impact Report/Environmental Impact Statement | 2012 |
| CalTrans | Interstate 5 North Coast Corridor Project Final Environmental Impact Report/ Environmental Impact Statement and Section 4(F) Evaluation | 2013 |
| Cardenas | Cultural Resources Survey and Assessment/Canyon Drive Extension Right-of-Way | 1988 |
| Carillo | Map for Highway Alternatives Study 11-SD-76 0.012.9 11821-159021 | 1982 |
| Carrico and Ezell | An Archaeological Survey of Proposed New Alignment of Route 76 Near Oceanside | 1974 |
| Carrico and Franklin | Cultural Resource Test Sampling Program for a Proposed Flood Control Project in the Lower San Luis Rey River Drainage, Oceanside | 1979 |
| Castells | Archaeological Survey for the Las Brisas Oceanside Development Project, Oceanside | 2017 |
| Cheever and Gallegos | Cultural Resource Survey Loma Alta Apartments Project, Oceanside | 1986 |
| Corum | Negative Archaeological Report - Second Addendum 11-SD-76 P.M. 0.0/2.9 11206-159020 | 1987 |
| Crafts | Negative Archaeological Survey Report: Upgrade of the Route 78 Interstate 5 Interchange in Oceanside | 1991 |
| Crafts | Negative Archaeological Survey Report 11-SD-78 P.M. 0.0-0.7 | 1991 |
| Crull | Cultural Resources Record Search and Site Visit for the Cricket Communications SAN-112-D, Vine Street Row, Stealth Light Standard and Equipment Shelter, Located on Vine Street, Oceanside | 2006 |
| DeBarros | Cultural Resources Survey and Evaluation of a 2.69-acre Parcel in the 2800 Block of Corto Street, City of Oceanside | 2009 |
| Dominici | Negative Archaeological Survey Report-first Addendum-for the Proposed Highway 76 Project | 1990 |
| Dominici | Historic Property Survey Report, I-5 North Coast Widening Project | 2007 |
| Dominici and Laylander | 2007 Cultural Resources Treatment Plan North Coast Interstate 5 Corridor | 2008 |
| Franklin and Carrico | A Preliminary Archaeological Reconnaissance for a Proposed Flood Control Project in the Lower San Luis Rey River Drainage | 1978 |
| Gallegos and Carrico | The Archaeological Survey and Assessment for the Poplar Ridge Project Oceanside | 1985 |
| Gallegos and Ni Ghabhlain | Cultural Resource Evaluation Report for the Oceanside-Escondido Bikeway Project, San Marcos | 1999 |
| Gross | Archaeological Survey of the Speed Soccer Facility at Recreation Park, City of Oceanside, San Diego County | 1999 |

**Table 1. Archaeological Investigations within One Mile of the Project Area**
(Continued)

| | | |
|---|---|---|
| Gross | Barnwell Street Property - Archaeology | 2002 |
| Guerrero and Gallegos | Cultural Resources Monitoring Report for the North County Transit District (NCTD) Sprinter Rail Project Oceanside to Escondido | 2007 |
| Guerrero et al. | Cultural Resource Test Report for Oceanside-Escondido Rail Project, Oceanside | 2001 |
| Kelsey | Americanization School | 1993 |
| Kelsey | National Register of Historic Places Registration Form for the Rosicrucian Fellowship Temple, 2222 Mission Avenue, Oceanside | 1993 |
| Laylander and Becker | Archaeological Testing at Twelve Prehistoric Sites (SDI-603, -628, -4553, -6831, -6882, 10965, -12670, 13484, 15678, 15679, 15680) on the Central San Diego Coast | 2004 |
| Laylander and Hale | Extended Phase I Testing for the Oceanside Boulevard Direct Access Ramp, Oceanside | 2005 |
| McCoy and Franklin | Archaeological Survey of the Lawrence Canyon Property, Oceanside | 1979 |
| McKenna | Historic Context Statement and Intensive Historic Resources Survey for the Eastside Neighborhood, Oceanside | 1998 |
| Messinger | Section 106 Review Submittal Mission Mesa Pediatrics - North County Health Services, 2210 Mesa Drive, Oceanside | 2013 |
| Moomjian | Historic American Building Survey (HABS) Level One for the Melvin Goetz Residence, 902 Seagaze Drive, Oceanside | 2006 |
| Moratto and Greenwood | Draft Historic Properties Treatment Plan San Luis Rey River Flood Control Project | 1991 |
| Ni Ghabhlain | Cultural and Historical Resource Study for the City of Oceanside General Plan - Circulation Element Update Program Environmental Impact Report (PEIR) | 2011 |
| Ni Ghabhlain and Pallette | A Cultural Resources Inventory for the Route Realignment of the Proposed PF. NET / AT&T Fiber Optics Conduit Oceanside to San Diego | 2001 |
| Pettus | A Cultural Survey of Portions of the Las Chollas, South Las Chollas, Los Coches Forester, and Loma Alta Stream Basins in San Diego County | 1979 |
| Pierson | An Archaeological Report for the Mitigation, Monitoring, and Reporting Program at the Windward Community Project | 2005 |
| Pigniolo | Cultural Resources Survey Report for the Oceanside Boulevard Sewer Lift Station Relocation Project, City of Oceanside | 2014 |
| Pigniolo | Cultural Resources Geotechnical Monitoring Report for the Oceanside Boulevard Sewer Lift Station Relocation Project, City of Oceanside | 2015 |
| Pigniolo | Cultural Resource Survey Report for the Lotus Street Sewer Replacement Project, City of Oceanside | 2016 |
| Quach and Becker | NCHS Mission Mesa Pediatrics Capital Project Geotechnical Boring Monitoring Report | 2012 |
| RECON | Final Master Environmental Impact Report for Oceanside Redevelopment | 1979 |
| Robbins-Wade | Barnwell Street Property - Archaeology | 2000 |
| Robbins-Wade | Oceanside Boulevard and Crouch Property, Archaeological Survey | 2003 |
| Robbins-Wade | Hampton Inn Archaeology Update | 2009 |
| Robbins-Wade | Cultural Resources Survey, Viri Estates Convalescent Homes Project | 2017 |
| Robbins-Wade and Meriwether | Loma Alta Village (T-1-06; D-3-06) Archaeological Monitoring | 2008 |
| Rosen | Negative Survey Report for the Lawrence Canyon Biological Mitigation Site | 1992 |
| Schroth, Phillips and Gallegos | Cultural Resource Inventory of the Santa Margarita River Valley, Camp Pendleton | 1996 |
| Smith and Clowery-Moreno | Negative Cultural Resources Survey Report, the Vine Commercial Project, City of Oceanside | 2008 |
| Stropes and Smith | Results of the Mitigation Monitoring Program for the Oceanside 2 (The Tides) Project, City of Oceanside Development Plan No. D15-0010 | 2019 |
| Wade | Fairfield Inn & Suites: Archaeological Survey | 2015 |
| Wade and Hector | A Cultural Resource Survey of the Loma Alta Creek Improvement Plan Area | 1989 |
| Wahoff and York | Construction Monitoring Program for the Sewage Effluent Compliance Project Oceanside Outfall Alternative Marine Corps Base, Camp Pendleton and City of Oceanside, San Diego County | 2003 |
| Wright | Negative Cultural Resources Survey Report for TPM 20707; LOG NO. 02-08-065-Thornton Minor Use Permit APN 188-240-70-00 | 2003 |

**Table 2. Cultural Resources within One Mile of the Project Area**

| Resource Number | | Resource Type | Recorder (Date) |
|---|---|---|---|
| P-37-0 | CA-SDI- | | |
| 6882 | 6882 | Prehistoric Habitation | Pettus (1979); Laylander (2003); Stropes (2018) |
| 10161 | 10161 | Prehistoric Lithic Scatter | Gallegos (1985) |
| 16260 | — | Historic House | Alter (1997) |
| 16261 | — | Historic House | Alter (1997) |
| 17220 | — | Historic House | Alter (1999) |
| 18810 | — | Prehistoric Isolate Shell | O'Neill (2000) |
| 18811 | — | Prehistoric Isolate Shell | O'Neill (2000) |
| 18812 | — | Prehistoric Isolate Shell | O'Neill (2000) |
| 19190 | 15877 | Prehistoric Lithic & Shell Scatter | Robbins-Wade (2000); Gross (2002) |
| 26342 | 17305 | Prehistoric Shell Scatter & Shell Beads | Cooley (2004) |
| 27736 | — | Historic House | Alter (2003) |
| 29336 | 18767 | Prehistoric Habitation | Giletti et al. (2008) |
| 30570 | 19433 | Historic Refuse Scatter | de Barros (2009); Quatch (2017) |
| 35175 | — | Historic Commercial Building | Crawford (2013) |
| 36018 | — | Historic House | Falvey & Van Wormer (2016) |
| 36019 | — | Historic House | Falvey & Van Wormer (2016) |
| 40444 | — | Historic Commercial Building | Figueroa (2022) |
| 40535 | — | Prehistoric Isolate Mano | Quatch (2022) |

## D. Native American Consultation/Participation

Federal law and City of San Diego Guidelines identify Native American consultation and participation as an important aspect of the cultural resource evaluation process. A Sacred Lands Files search was requested from the Native American Heritage Commission on September 3, 2024 (Appendix C). The results of the Sacred Lands Files search were received on September11, 2024 indicating positive results, and the recommendation to contact the tribes on the list provided. The Tribal Historic Preservation Coordinator from the Rincon Band of Luiseño Indians responded that their band would like to consult with the lead agency on this project (see Appendix C).

A Native American Monitor from Saving Sacred Sites participated in the project fieldwork. Jessica Alexander served as Native American Monitor during the survey phase of the project.

# III. RESEARCH DESIGN AND METHODS

## A. Survey Research Design

The goal of the current survey was to identify all cultural resources existing within the project area. To accomplish these goals, background information was examined and assessed, and an intensive field survey was conducted to identify cultural remains. Based on a review of the record search and historic map check, it was determined that the project area had not been previously surveyed and no cultural resources were recorded in the area. Most of the cultural resources within the project are likely to be prehistoric resources.

## B. Survey Methods

The current survey was conducted on September 3, 2024 by Delman James, under the supervision of Andrew Pigniolo. Jessica Alexander, of Saving Sacred Sites, served as the Native American monitor. The project area was intensively surveyed in 10-15 m intervals. Most of the vegetation on the project area consists of disturbed ruderal grasses with ice plant at the eastern edge of the parcel. Surface visibility of approximately 90 percent was present overall. Most of the area seems to have been graded in the past. The survey was adequate to identify surface cultural resources within the project area.

Photographs and project records for this inventory will be temporarily curated at Laguna Mountain until final curation arrangements can be made at the San Diego Archaeological Center or another appropriate regional repository (Appendix D).

# IV. SURVEY RESULTS

The survey did not identify any cultural resources within the project area. At the time of the survey the project area was vacant, covered primarily in ruderal grasses (Figure 4). No associated artifacts or definitive cultural material was observed.

a. Project Overview from West Edge, Looking East (PR-10168-001)

b. Project Overview from East Edge, Looking North (PR-10168-002)

Figure 4
Project Overviews

# V. SUMMARY AND RECOMMENDATIONS

The goal of the project was to identify cultural resources that may be impacted by the project. The survey did not observe any cultural resources within the project area.

Colluvial deposits that might conceal archaeological sites will be impacted by the project. Because the project includes development of areas of deposits that might conceal archaeological sites, construction monitoring of all soil disturbing activities is recommended.

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# APPENDIX A

# RESUME OF PRINCIPAL INVESTIGATOR

# ANDREW R. PIGNIOLO, M.A., RPA
## Principal Archaeologist
## Laguna Mountain Environmental, Inc.

**Education**

San Diego State University, Master of Arts, Anthropology, 1992
San Diego State University, Bachelor of Arts, Anthropology, 1985

**Professional Experience**

| | |
|---|---|
| 2002-Present | Principal Archaeologist/President, Laguna Mountain Environmental, Inc., San Diego |
| 1997-2002 | Senior Archaeologist, Tierra Environmental Services, San Diego |
| 1994-1997 | Senior Archaeologist, KEA Environmental, Inc., San Diego |
| 1985-1994 | Project Archaeologist/Senior Archaeologist, Ogden Environmental and Energy Services, San Diego |
| 1982-1985 | Reports Archivist, Cultural Resource Management Center (now the South Coastal Information Center), San Diego State University |
| 1980-1985 | Archaeological Consultant, San Diego, California |

**Professional Affiliations**

Register of Professional Archaeologists (RPA), 1992-present
Qualified Archaeology Consultant, San Diego County
Qualified Archaeology Consultant, City of San Diego
Qualified Archaeology Consultant, City of Chula Vista
Qualified Archaeology Consultant, Riverside County
Society for American Archaeology
Society for California Archaeology
Pacific Coast Archaeological Society
San Diego County Archaeological Society

**Qualifications**

Mr. Andrew Pigniolo is a certified archaeology consultant for the County and City of San Diego. Mr. Pigniolo has more than 42 years of experience as an archaeologist, and has conducted more than 1,500 projects throughout southern California and western Arizona. His archaeological investigations have been conducted for a wide variety of development and resource management projects including water resource facilities, energy utilities, commercial and residential developments, military installations, transportation projects, and projects involving Indian Reservation lands. Mr. Pigniolo has conducted the complete range of technical studies including archaeological overviews and management plans, ethnographic studies, archaeological surveys, test excavations, historical research, evaluations of significance under CEQA and Section 106, data recovery programs, and monitoring projects. He has received 40 hour HAZWOPPER training and holds an active card for hazardous material work.

# REPRESENTATIVE PROJECTS

**Proposed SDG&E Sunrise Powerlink Project, San Diego to Imperial Valley, California** *(San Diego Gas and Electric).* Mr. Pigniolo served as the Principal Investigator and archaeological monitor for this project whose purpose is the installation of a new transmission line corridor running from San Diego to Imperial Valley. This phase of the project included the preliminary reporting of any cultural resources observed during field visits to the proposed impact areas. Mr. Pigniolo recorded sites encountered during monitoring, and collected GPS points and photographs of the sites for future review. Mr. Pigniolo also conducted the cultural resources portion of the environmental training for this project.

**Princess Street Monitoring and Data Recovery Project at the Spindrift Site** *(City of San Diego).* Mr. Pigniolo served as a Principal Investigator of an archaeological monitoring and data recovery program at the Spindrift Site in the community of La Jolla. The effort was initially to provide archaeological monitoring of a utility undergrounding project. The presence of the major prehistoric village site within the project alignment quickly became evident prior to construction monitoring and a data recovery plan was prepared prior to the start of work. Data recovery included the excavation of 25 controlled units and the water screening of 100 percent of the archaeological site material impacted during trenching. More than 40 fragmented human burials were encountered. Working with Native American monitors and representatives, the remains were repatriated.

**Cultural Resource Survey, Geotechnical Monitoring, and Testing for the La Jolla View Reservoir Project, La Jolla, City of San Diego, California** (*IEC*). Mr. Pigniolo served as Principal Investigator and conducted an archaeological survey on an approximately 15-acre study area, in the La Jolla Natural Park area on Mount Soledad above La. In addition to the field survey, geotechnical work was monitored by an archaeologist and Native American monitor. One small prehistoric cobble procurement site (CA-SDI-20843) was tested to determine site significance. Due to surface visibility constraints from dense vegetation, monitoring by an archaeological and a Native American monitor during construction excavation and grading was recommended to ensure sensitive features not identified during the survey are not present or impacted by the project.

**City of San Diego Sever Group 783 Project, San Diego, California** *(Orion Construction Company.)* Mr. Pigniolo was the Principal Investigator for an archaeological monitoring project for a sewer line replacement in the eastern portion of the City of San Diego. The project included archaeological construction monitoring in an urban environment.

**Cultural Resource Monitoring and Treatment of CA-SDI-20861 for the 1941-1945 Columbia Street Project, City of San Diego, California** (*Jeff Svitak Inc.*) Mr. Pigniolo served as Principal Investigator of an archival research and an archaeological and Native American monitoring program of building demolition and construction excavation for a multi-family dwelling in the Little Italy community of the City of San Diego. The project consisted of archaeological and historical research prior to fieldwork, archaeological monitoring of foundation removal and construction excavation, and the recovery and analysis of historic artifacts discovered during monitoring. Site CA-SDI-20861 was treated as a significant cultural resource and the recovery and analysis of the cultural material served as mitigation for the project impacts to the site.

**Cultural Resource Salvage and Monitoring within a Portion of CA-SDI-39/17372 at 1891 Viking Way, La Jolla, City of San Diego, California** (*Ayers General Contracting, Inc.*) Mr. Pigniolo served as Principal Investigator of an archaeological salvage and documentation program in addition to construction monitoring for the residence located at 1891 Viking Way, in the La Jolla. The project included the demolition and replacement of an existing retaining wall, and the replacement of additional yard hardscape. The City of San Diego archaeologist determined that construction work was occurring within site CA-SDI-39 and required work to stop and a treatment plan to partially mitigate impacts to the site be prepared. The project included a salvage effort to partially mitigate impacts to this portion of the site, through documentation and artifact recovery and to recover any impacted human remains as part of mitigation. Three phases of treatment were conducted including a 100 percent recovery program for human remains and associated grave goods and monitoring of final construction disturbance and backfilling.

**Muller Residence Archaeological Survey, Testing, and Evaluation, Carmel Valley, City of San Diego, California** (*Mr. Rolf Muller*) Mr. Pigniolo served as Principal Investigator and Project Manager of a cultural resource survey and testing and evaluation program of a residential parcel proposed for development. The survey indicated the presence of a portion of a prehistoric shell midden within the project area. The testing program indicated a deeply buried archaeological deposit with a high level of integrity. Impact avoidance through redesign was recommended under City of San Diego Historical Resources Guidelines.

**Cultural Resource Monitoring for The San Diego County Administration Center Waterfront Park Project, San Diego, California** (*McCarthy Building Companies, Inc.*) Mr. Pigniolo served as Principal Investigator of a cultural resource monitoring program for the Water Front Park Project at the San Diego County Administration Building in the City of San Diego. The monitoring program included excavation near the dredge fill/native ground contact. Historic maps indicated that the entire project area was located on man-made land created from bay dredge spoils. The monitoring program identified a small historic-age boat that probably sank in the bayfront prior to filling of the area. Based on the current County guidelines, this resource qualifies as significant for its information potential and has been treated as such. The boat was documented and avoided, and left in place.

**13th and C Streets Evaluation Project, City of San Diego, California** (*WM Builders*) Mr. Pigniolo served as Principal Investigator of a archaeological/historical resource assessment for a commercial development project in the City of San Diego. The project area is in the downtown portion of San Diego. A records search, literature review, examination of historic maps, records, and city directories was used to assess the potential for buried historic resources within the project area. Potential buried historic resource locations were identified and a testing plan was developed.

**U. S. Army Yuma Proving Ground (YPG) Native American Consultation Plan, Yuma, Arizona** (*Yuma Proving Ground*). Mr. Pigniolo served as principal author of a Native American consultation plan for YPG to provide guidance and information to U.S. Army commanders and Army resource managers at YPG for consultation with Native American groups. Consultation was conducted in a manner that is consistent with federal laws and regulations that mandate consultation and the consultation plan was designed to ensure the participation of Native American groups early in the planning process.

**All American 105 Race Project, West Mesa, Imperial County, California** (*Legacy 106, Inc*.). Mr. Pigniolo served as Principal Investigator, report author, and crew chief for an archaeological survey for a proposed off-road vehicle race course in the West Mesa area of Imperial County. The survey covered Bureau of Land Management (BLM) lands and included close coordination with BLM staff. The survey included a proposed 7.5 mile course with a very short time-frame. The goal was project alignment adjustment and realignment to avoid resource impacts where possible. A variety of prehistoric cultural resources including 10 sites and seven isolates were encountered. Human remains were identified and avoided. The race route was realigned to avoid significant resource impacts allowing the race to proceed on schedule.

**Alpine Fire Safe Council Brush Management Monitoring Project, Alpine Region, San Diego County, California** (*Alpine Fire Safe Council*) Mr. Pigniolo served as Principal Investigator for a cultural resources monitoring and protection program on four project areas surrounding Alpine. Cultural resources identified during previous surveys within the vegetation treatment areas were flagged for avoidance. The project included hand clearing and chaparral mastication near residential structures to create a fire buffer zone. Vegetation removal was monitored to ensure cultural resources obscured by heavy vegetation were not impacted by the project and that all recorded cultural resources were avoided. The Bureau of Land Management served as Lead Agency for the project.

# APPENDIX B

# RECORDS SEARCH CONFIRMATION

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
Office: (619) 594-5682
www.scic.org
scic@mail.sdsu.edu

# CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM
# CLIENT IN-HOUSE RECORDS SEARCH

**Company:** Laguna Mtn Enviro

**Company Representative:** Carol Serr

**Date:** 9/16/24

**Project Identification:** GraceStreet Development Project Survey Oceanside Job#2422

**Search Radius:** 1 mile SD County

**Historical Resources:** SELF

Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been included for all recorded sites.

**Previous Survey Report Boundaries:** SELF

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been included.

**Historic Addresses:** SELF

A map and database of historic properties (formerly Geofinder) has been included.

**Historic Maps:** SELF

The historic maps on file at the South Coastal Information Center have been reviewed, and copies have been included.

**Copies:** 91 pages

**Hours:** 1 hr

Excel Lines = 0 Lines

Carol Serr

*This is not an invoice. Please pay from the monthly billing statement*

# APPENDIX C

## NATIVE AMERICAN CORRESPONDENCE

(Confidential - Bound Separately)

# APPENDIX D

# PHOTOGRAPHIC LOG AND PHOTOGRAPHS

# PHOTOGRAPH RECORD

 **Project Name (No.):** 240 Grace St. Survey (2422) **Year 2024**

Camera Format: iPhone
Film Type and Speed: Digital Images Kept at: Laguna Mountain Environmental, Inc.

| Date | Description | View Toward | Accession # |
|---|---|---|---|
| 9/3/2024 | Overview from West Edge Looking East. | E | PR-10168-001 |
| 9/3/2024 | Eastern Project Edge. | N | PR-10168-002 |
| 9/3/2024 | Southern Project Edge. | W | PR-10168-003 |

PR-10168-001.jpg

PR-10168-002.jpg

PR-10168-003.jpg

# MEMORANDUM

**To**: Sean Santa Cruz, VP Planning and Development, Hallmark Development Corp.
**From**: Catherine MacGregor, Athena Consulting
**CC:** Hedy Levine, Athena Consulting
**Date**: September 9, 2024
**Subject**: Biological Resources at 240 Grace Street, Oceanside, CA 92054, APN 1483204200

---

I conducted a general biological survey of the property at 240 Grace Street on September 5, 2024. The survey was conducted between 8:00 and 8:50 AM. Weather conditions during the survey were: clear sky, temperature of 70 to 75 degrees Fahrenheit, and wind from 0 to 2 miles per hour. The survey consisted of walking the property, documenting observed plant and animal species, and mapping vegetation or land-cover categories.

Only one land-cover category was found on the property: developed land. Most of the property is occupied by church buildings, parking, and landscaping (see photographs 1 and 2, below). Vegetation in this area consisted of typical landscape ornamentals such as Indian hawthorn (*Rhaphiolepis indica*), podocarpus (*Podocarpus* sp.), non-native junipers (*Juniperus* spp.), Mexican fan palm (*Washingtonia robusta*), red-apple ice plant (*Aptenia cordifolia*), and trailing African daisy (*Osteospermum* sp.), and non-native weeds such as spotted spurge (*Euphorbia maculata*), flax-leaved horseweed (*Erigeron bonariensis*), and scarlet pimpernel (*Lysimachia arvensis*).

Although the northern portion of the site is a grassy field, the vegetation and condition of the field are characteristic of developed land, rather than annual non-native grassland. Annual non-native grassland is defined in MHCP Volume II Appendix F "MHCP Definitions for Grasslands, Agricultural Lands, and Disturbed Lands" as follows:

> "Annual (Nonnative) Grassland. Annual grassland is a mixture of annual grasses and broad-leaved, herbaceous species. Annual species comprise from 50 percent to more than 90 percent of the vegetative cover, and most annuals are nonnative species. Nonnative grasses typically comprise at least 30 percent of the vegetation, although this number can be much higher in some years and lower in others, depending on land use and climatic conditions. Usually, the annual grasses are less than 1 m (3 ft) in height, do not comprise more than 15 percent of the total vegetative cover. Characteristic annual grassland species include foxtail chess (*Bromus madritensis* ssp. *rubens*), ripgut grass (*Bromus diandrus*), wild oats (*Avena* spp.), fescues (*Vulpia* spp.), red-stem filaree (*Erodium cicutarium*), mustards (*Brassica* spp.), lupines (*Lupinus* spp.), and goldfields (*Lasthenia spp*.), among others."

The grassy field on the property does not match this definition because it is dominated by Bermuda grass (*Cynodon dactylon*) (see photographs 2 and 3), a perennial ornamental grass. It is the same

species that is growing on other landscaped parts of the property, such as along the sidewalk, and it is a popular grass for areas where a sod-type grass surface is needed. Satellite imagery indicates that the field was a sports field with multiple sports-related structures including what appears to be a baseball backstop. Remaining items such as metal poles and concrete footings are still visible in the field (see photographs 4 and 5). Other plants were present in the field, including Crete weed (*Hedypnois rhagadioloides*), Australian saltbush (*Atriplex semibaccata*), prickly lettuce (*Lactuca serriola*), and small amounts of annual non-native grasses such as barley (*Hordeum* sp.) and ripgut brome (*Bromus diandrus*), but these appeared to be incidental weeds growing within the Bermuda grass. One tree, an Australian silk-oak (*Grevillea robusta*), is present in the eastern portion of the field. The dominance of a perennial turf grass with only low cover of annual non-native grasses, and indicators of past development as a sports field, support classification of the field as developed land.

Wildlife observed onsite during the survey consisted of marine blue butterfly (*Leptotes marina*), honeybee (*Apis mellifera*), house finch (*Carpodacus mexicanus*), northern mockingbird (*Mimus polyglottos*), American crow (*Corvus brachyrhynchos*), black phoebe (*Sayornis nigricans*), and signs of unidentified rodents (burrows).

No native habitat or sensitive habitat was observed. No rare or special-status plant or animal species were observed. The property does not appear to support sensitive biological resources.

Representative photographs are provided below. Thank you for the opportunity to provide our environmental consulting services.

1. View of main church building and parking lot from Grace Street toward east.

2. View of sports field from northwestern corner toward southeast and church buildings.

3. Close-up of the Bermuda grass that characterizes the sports field.

4. Sports field from central north toward south, with remaining pole in foreground.

5. Remaining sports field concrete footing.

**Ldn Consulting, Inc.**

*23811 Washington Ave, C110-333, Murrieta, CA 92562* *phone 760-473-1253*



January 16, 2025

Sean Santa Cruz
Hallmark Development Corporation
740 Lomas Santa Fe Drive, Suite 204
Solana Beach, CA 92075

**RE: Grace Street 19 Unit Residential Development - Greenhouse Gas Screening Assessment - City of Oceanside**

The purpose of this Greenhouse Gas (GHG) screening assessment is to identify potential significant GHG impacts, if any, which may be created from the construction and operation of the proposed 19-unit single family development. The proposed Project site is located at 240 Grace Street (APN 148-320-42-00) in the City of Oceanside.

**City of Oceanside GHG Thresholds:**

The City of Oceanside's Climate Action Plan (CAP) seeks to align with state efforts to reduce greenhouse gas (GHG) emissions while balancing a variety of community interests: e.g., quality of life, economic development, and social equity. The CAP outlines several measures the Oceanside community will take to make progress towards meeting the State of California's 2050 GHG reduction goal. The CAP has been prepared as part of the City's General Plan and utilizes land use assumptions to estimate GHG inventories presented in the CAP. Therefore, a project would be required to conform to all General Plan policies.

California State laws governing GHG emissions within the state are generally written to conform to both the Global Warming Solutions Act of 2006 (AB 32) and Senate Bill 32 (SB 32). These laws were written to reduce GHG emissions within the state to meet goals set forth within the laws therein. The current goal for the State is to reduce GHG emissions by 40 percent below 1990 levels by 2030. To meet the requirements of the State's laws, the City of Oceanside has adopted a screening threshold of 900 metric tons of GHG's per year.

Also, a number of jurisdictions have recommended or adopted efficiency metrics or "service population" thresholds as a method for analyzing cumulative GHG emissions and significance of impacts under the California Environmental Quality Act (CEQA). A project's "service population" refers to a project's residents plus employees that would be generated by project-related development. This efficiency metric is expressed as MT $CO^2$e per service population (SP) per year (MT $CO^2$e/year/SP).

***Ldn Consulting, Inc.***
***23811 Washington Ave, C110-333***
***Murrieta CA 92562***
***phone 760-473-1253***

Projects exceeding the 900 MT GHG screening threshold would be required to demonstrate that GHG emissions do not exceed efficiency/service population thresholds (City of Oceanside, 2019). Projects must show that GHG emissions related to both construction and operations will not exceed 3.5 MT $CO_2e$/SP per year.

## Modeling

The GHG emissions were calculated using the latest CalEEMod 2022.1 air quality model which was developed by South Coast Air Quality Management District (SCAQMD). The City of Oceanside also recommends the use of CalEEMod 2022.1 to determine GHG estimates. The modeling results for both construction and operations are provided as ***Attachment A***.

### Construction

The Project construction dates were estimated based on a construction kickoff starting in 2025 with construction completed in 2026. The project will require a net export of 355 Cubic Yards (CY) of soil during grading. However, to be conservative 400 CY of export was modeled. CalEEMod Version 2022.1 was utilized for all construction calculations. Table 1 shows the expected timeframes and equipment for the construction processes.

**Table 1: Proposed Construction Phase and Duration**

| Equipment Identification | Proposed Start | Proposed Completion | Quantity |
|---|---|---|---|
| **Site Preparation** | 6/30/2025 | 7/2/2025 | |
| Rubber Tired Dozers | | | 1 |
| Tractors/Loaders/Backhoes | | | 1 |
| **Grading** | 7/3/2025 | 7/8/2025 | |
| Graders | | | 1 |
| Tractors/Loaders/Backhoes | | | 1 |
| Rubber Tired Dozers | | | 1 |
| **Building Construction** | 7/9/2025 | 4/15/2026 | |
| Generator Sets | | | 1 |
| Tractors/Loaders/Backhoes | | | 1 |
| Welders | | | 3 |
| Rough Terrain Forklifts | | | 1 |
| **Paving** | 4/16/2026 | 4/30/2026 | |
| Pavers | | | 1 |
| Paving Equipment | | | 1 |
| Rollers | | | 1 |
| **Architectural Coating** | 5/1/2026 | 5/15/2026 | |
| Air Compressors | | | 1 |

Operations

Once construction is completed the proposed project would generate air quality and GHG emissions from daily operations which would include sources such as Area, Energy, Mobile, Solid waste and Water uses. The proposed project is expected to be fully operational (first complete year) in 2027 and was modeled as such.

## Construction GHG Findings

The construction GHG emissions as calculated in CalEEMod are shown in Table 2 below. Total cumulative or combined construction emissions (from 2025 and 2026) are generated prior to operations though will ultimately contribute to yearly emission levels of the Project as a whole. Because of this, it is acceptable to average the total construction emission over a 30-year period (South Coast Air Quality Management District, 2014) which represents an average lifecycle of a project. GHGs related to construction are shown in Table 2. Based on this, it is expected that the 30-year average would be 4.69 MT $CO_2e$ per year.

**Table 2: Expected Construction $CO_2e$ Emissions Summary MT/Year**

| Year | Bio-$CO_2$ | NBio-$CO_2$ | Total $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|---|---|
| 2025 | 0.00 | 87.8 | 87.8 | < 0.005 | < 0.005 | 88.4 |
| 2026 | 0.00 | 52 | 52 | < 0.005 | < 0.005 | 52.3 |
| **Total** | | | | | | 140.7 |
| **Yearly Average Construction Emissions (MT $CO_2e$ /year over 30 years)** | | | | | | **4.69** |

## Operational GHG Findings

As previously discussed, operational GHG emissions generated from Area, Energy, Mobile, Solid Waste and Water uses are also calculated within CalEEMod. Operational emissions from the proposed project would also include amortized construction emissions construction emissions from Table 2 above. Based on these findings, combined operational and construction GHG emissions will generate 242.66 Metric Tons of $CO_2e$ each year during a typical operational year as can be seen in Table 3 below. Given this, the project would not exceed the City's 900 MT $CO_2e$ screening threshold and would therefore generate less than significant GHG impacts.

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**Murrieta CA 92562**
**phone 760-473-1253**

**Table 3: Annual Operational CO2e Emissions Summary MT/Year**

| Year | Bio-CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e (MT/Yr) |
|---|---|---|---|---|---|---|
| Mobile | * | 198 | 198 | 0.01 | 0.01 | 201 |
| Area | * | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |
| Energy | * | 31.1 | 31.1 | < 0.005 | < 0.005 | 31.3 |
| Water | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |
| Waste | 1.12 | 0 | 1.12 | 0.11 | 0 | 3.92 |
| Building Refrigeration | * | * | 0.04 | * | * | 0.04 |
| **Amortized Construction Emissions (Table 5.1 above)** | | | | | | **4.69** |
| **Total Operations (MT/Year)** | | | | | | **242.66** |
| **Screening Threshold** | | | | | | **900** |
| **Significant Impact?** | | | | | | **No** |

Data is presented in decimal format and may have rounding errors.
* No Data Provided from Model

Since the project would generate less than 900 MT $CO_2$, the project would generate less than significant GHG impact and would therefore not be required to implement any mitigation measures to comply with CEQA.

Sincerely Ldn Consulting,

Jeremy Louden

**Attachments:** A - CalEEMod Model Results

**References:**

City of Oceanside. (2019). *Planning Division Policy Directive 2018-01 (Revised), (CEQA GHG Impact Analysis: Thresholds of Significance).*

South Coast Air Quality Management District. (2014). *Greenhouse Gases CEQA Significance Thresholds*. Retrieved 2014, from http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds

# Grace Residential v2 Detailed Report

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7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Grace Residential v2 |
| Construction Start Date | 6/1/2025 |
| Operational Year | 2027 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 1.90 |
| Precipitation (days) | 20.6 |
| Location | 33.20155744940985, -117.36155489535946 |
| County | San Diego |
| City | Oceanside |
| Air District | San Diego County APCD |
| Air Basin | San Diego |
| TAZ | 6233 |
| EDFZ | 12 |
| Electric Utility | San Diego Gas & Electric |
| Gas Utility | San Diego Gas & Electric |
| App Version | 2022.1.1.29 |

## 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 |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 19.0 | Dwelling Unit | 1.43 | 37,050 | 222,544 | — | 53.0 | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector | # | Measure Title |
|---|---|---|
| Construction | C-6 | Use Diesel Particulate Filters |

# 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. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 23.2 | 3.38 | 13.3 | 0.03 | 0.06 | 7.38 | 7.44 | 0.06 | 3.50 | 3.56 | — | 3,170 | 3,170 | 0.14 | 0.16 | 3,224 |
| Mit. | 23.2 | 3.38 | 13.3 | 0.03 | 0.02 | 7.38 | 7.40 | 0.02 | 3.50 | 3.53 | — | 3,170 | 3,170 | 0.14 | 0.16 | 3,224 |
| % Reduced | — | — | — | — | 61% | — | < 0.5% | 61% | — | 1% | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.18 | 3.39 | 8.83 | 0.02 | 0.02 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 1,414 | 1,414 | 0.06 | 0.02 | 1,422 |
| Mit. | 0.18 | 3.39 | 8.83 | 0.02 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 1,414 | 1,414 | 0.06 | 0.02 | 1,422 |
| % Reduced | — | — | — | — | 82% | — | 20% | 82% | — | 47% | — | — | — | — | — | — |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.68 | 1.20 | 3.23 | 0.01 | 0.01 | 0.14 | 0.15 | 0.01 | 0.06 | 0.07 | — | 530 | 530 | 0.02 | 0.01 | 534 |
| Mit. | 0.68 | 1.20 | 3.23 | 0.01 | < 0.005 | 0.14 | 0.14 | < 0.005 | 0.06 | 0.06 | — | 530 | 530 | 0.02 | 0.01 | 534 |
| % Reduced | — | — | — | — | 81% | — | 5% | 81% | — | 10% | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.12 | 0.22 | 0.59 | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 87.8 | 87.8 | < 0.005 | < 0.005 | 88.4 |
| Mit. | 0.12 | 0.22 | 0.59 | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 87.8 | 87.8 | < 0.005 | < 0.005 | 88.4 |
| % Reduced | — | — | — | — | 81% | — | 5% | 81% | — | 10% | — | — | — | — | — | — |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.26 | 3.38 | 13.3 | 0.03 | 0.06 | 7.38 | 7.44 | 0.06 | 3.50 | 3.56 | — | 3,170 | 3,170 | 0.14 | 0.16 | 3,224 |
| 2026 | 23.2 | 3.38 | 8.84 | 0.02 | 0.02 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 1,416 | 1,416 | 0.06 | 0.02 | 1,423 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.18 | 3.39 | 8.83 | 0.02 | 0.02 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 1,414 | 1,414 | 0.06 | 0.02 | 1,422 |
| 2026 | 0.18 | 3.38 | 8.81 | 0.02 | 0.02 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 1,412 | 1,412 | 0.06 | 0.02 | 1,420 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.07 | 1.20 | 3.23 | 0.01 | 0.01 | 0.14 | 0.15 | 0.01 | 0.06 | 0.07 | — | 530 | 530 | 0.02 | 0.01 | 534 |
| 2026 | 0.68 | 0.74 | 1.97 | < 0.005 | 0.01 | 0.02 | 0.02 | 0.01 | < 0.005 | 0.01 | — | 314 | 314 | 0.01 | < 0.005 | 316 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.01 | 0.22 | 0.59 | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 87.8 | 87.8 | < 0.005 | < 0.005 | 88.4 |
| 2026 | 0.12 | 0.13 | 0.36 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 52.0 | 52.0 | < 0.005 | < 0.005 | 52.3 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.26 | 3.38 | 13.3 | 0.03 | 0.02 | 7.38 | 7.40 | 0.02 | 3.50 | 3.53 | — | 3,170 | 3,170 | 0.14 | 0.16 | 3,224 |
| 2026 | 23.2 | 3.38 | 8.84 | 0.02 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 1,416 | 1,416 | 0.06 | 0.02 | 1,423 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.18 | 3.39 | 8.83 | 0.02 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 1,414 | 1,414 | 0.06 | 0.02 | 1,422 |
| 2026 | 0.18 | 3.38 | 8.81 | 0.02 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 1,412 | 1,412 | 0.06 | 0.02 | 1,420 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.07 | 1.20 | 3.23 | 0.01 | < 0.005 | 0.14 | 0.14 | < 0.005 | 0.06 | 0.06 | — | 530 | 530 | 0.02 | 0.01 | 534 |
| 2026 | 0.68 | 0.74 | 1.97 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 | — | 314 | 314 | 0.01 | < 0.005 | 316 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.01 | 0.22 | 0.59 | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 87.8 | 87.8 | < 0.005 | < 0.005 | 88.4 |
| 2026 | 0.12 | 0.13 | 0.36 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 52.0 | 52.0 | < 0.005 | < 0.005 | 52.3 |

## 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. | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.66 | 0.62 | 6.21 | 0.01 | 0.02 | 1.10 | 1.13 | 0.02 | 0.28 | 0.30 | 8.05 | 1,463 | 1,471 | 0.89 | 0.05 | 1,513 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.55 | 0.66 | 4.84 | 0.01 | 0.02 | 1.10 | 1.12 | 0.02 | 0.28 | 0.30 | 8.05 | 1,403 | 1,412 | 0.90 | 0.06 | 1,451 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.57 | 0.65 | 5.26 | 0.01 | 0.02 | 1.07 | 1.09 | 0.02 | 0.27 | 0.29 | 8.05 | 1,386 | 1,394 | 0.90 | 0.05 | 1,435 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.29 | 0.12 | 0.96 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | 1.33 | 229 | 231 | 0.15 | 0.01 | 238 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Area | 0.95 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.66 | 0.62 | 6.21 | 0.01 | 0.02 | 1.10 | 1.13 | 0.02 | 0.28 | 0.30 | 8.05 | 1,463 | 1,471 | 0.89 | 0.05 | 1,513 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Area | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.55 | 0.66 | 4.84 | 0.01 | 0.02 | 1.10 | 1.12 | 0.02 | 0.28 | 0.30 | 8.05 | 1,403 | 1,412 | 0.90 | 0.06 | 1,451 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.66 | 0.50 | 4.67 | 0.01 | 0.01 | 1.07 | 1.07 | 0.01 | 0.27 | 0.28 | — | 1,193 | 1,193 | 0.06 | 0.05 | 1,211 |
| Area | 0.90 | 0.01 | 0.53 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 1.42 | 1.42 | < 0.005 | < 0.005 | 1.43 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.57 | 0.65 | 5.26 | 0.01 | 0.02 | 1.07 | 1.09 | 0.02 | 0.27 | 0.29 | 8.05 | 1,386 | 1,394 | 0.90 | 0.05 | 1,435 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |
| Area | 0.16 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 31.1 | 31.1 | < 0.005 | < 0.005 | 31.3 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |
| Waste | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |
| Total | 0.29 | 0.12 | 0.96 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | 1.33 | 229 | 231 | 0.15 | 0.01 | 238 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Area | 0.95 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.66 | 0.62 | 6.21 | 0.01 | 0.02 | 1.10 | 1.13 | 0.02 | 0.28 | 0.30 | 8.05 | 1,463 | 1,471 | 0.89 | 0.05 | 1,513 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Area | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.55 | 0.66 | 4.84 | 0.01 | 0.02 | 1.10 | 1.12 | 0.02 | 0.28 | 0.30 | 8.05 | 1,403 | 1,412 | 0.90 | 0.06 | 1,451 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.66 | 0.50 | 4.67 | 0.01 | 0.01 | 1.07 | 1.07 | 0.01 | 0.27 | 0.28 | — | 1,193 | 1,193 | 0.06 | 0.05 | 1,211 |
| Area | 0.90 | 0.01 | 0.53 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 1.42 | 1.42 | < 0.005 | < 0.005 | 1.43 |
| Energy | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 188 | 188 | 0.03 | < 0.005 | 189 |
| Water | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Waste | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | 1.57 | 0.65 | 5.26 | 0.01 | 0.02 | 1.07 | 1.09 | 0.02 | 0.27 | 0.29 | 8.05 | 1,386 | 1,394 | 0.90 | 0.05 | 1,435 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |
| Area | 0.16 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |
| Energy | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 31.1 | 31.1 | < 0.005 | < 0.005 | 31.3 |
| Water | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |
| Waste | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |
| Total | 0.29 | 0.12 | 0.96 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | 1.33 | 229 | 231 | 0.15 | 0.01 | 238 |

# 3. Construction Emissions Details

## 3.1. Site Preparation (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.14 | 0.73 | 7.92 | 0.01 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,496 | 1,496 | 0.06 | 0.01 | 1,501 |
| Dust From Material Movement | — | — | — | — | — | 5.73 | 5.73 | — | 2.95 | 2.95 | — | — | — | — | — | — |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 8.20 | 8.20 | < 0.005 | < 0.005 | 8.23 |
| Dust From Material Movement | — | — | — | — | — | 0.03 | 0.03 | — | 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.36 | 1.36 | < 0.005 | < 0.005 | 1.36 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.23 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.01 | 0.01 | — | 47.4 | 47.4 | < 0.005 | < 0.005 | 48.2 |
| 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 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.25 | 0.25 | < 0.005 | < 0.005 | 0.25 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.04 | 0.04 | < 0.005 | < 0.005 | 0.04 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |

## 3.2. Site Preparation (2025) - Mitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.14 | 0.73 | 7.92 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,496 | 1,496 | 0.06 | 0.01 | 1,501 |
| Dust From Material Movement | — | — | — | — | — | 5.73 | 5.73 | — | 2.95 | 2.95 | — | — | — | — | — | — |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 8.20 | 8.20 | < 0.005 | < 0.005 | 8.23 |
| Dust From Material Movement | — | — | — | — | — | 0.03 | 0.03 | — | 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.36 | 1.36 | < 0.005 | < 0.005 | 1.36 |
| Dust From Material Movement | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.02 | 0.02 | 0.23 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.01 | 0.01 | — | 47.4 | 47.4 | < 0.005 | < 0.005 | 48.2 |
| 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 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.25 | 0.25 | < 0.005 | < 0.005 | 0.25 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.04 | 0.04 | < 0.005 | < 0.005 | 0.04 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |

## 3.3. Grading (2025) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 1.08 | 12.5 | 0.02 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 2,200 | 2,200 | 0.09 | 0.02 | 2,208 |
| Dust From Material Movement | — | — | — | — | — | 7.09 | 7.09 | — | 3.43 | 3.43 | — | — | — | — | — | — |
| 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 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.01 | 0.14 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.1 | 24.1 | < 0.005 | < 0.005 | 24.2 |
| Dust From Material Movement | — | — | — | — | — | 0.08 | 0.08 | — | 0.04 | 0.04 | — | — | — | — | — | — |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.99 | 3.99 | < 0.005 | < 0.005 | 4.01 |
| Dust From Material Movement | — | — | — | — | — | 0.01 | 0.01 | — | 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.35 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 71.2 | 71.2 | < 0.005 | < 0.005 | 72.2 |
| 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 |
| Hauling | 0.02 | 1.18 | 0.44 | 0.01 | 0.02 | 0.23 | 0.25 | 0.02 | 0.06 | 0.08 | — | 898 | 898 | 0.05 | 0.14 | 943 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.74 | 0.74 | < 0.005 | < 0.005 | 0.75 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Hauling | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 9.84 | 9.84 | < 0.005 | < 0.005 | 10.3 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.12 | 0.12 | < 0.005 | < 0.005 | 0.12 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.63 | 1.63 | < 0.005 | < 0.005 | 1.71 |

## 3.4. Grading (2025) - Mitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 1.08 | 12.5 | 0.02 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 2,200 | 2,200 | 0.09 | 0.02 | 2,208 |
| Dust From Material Movement | — | — | — | — | — | 7.09 | 7.09 | — | 3.43 | 3.43 | — | — | — | — | — | — |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.01 | 0.14 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 24.1 | 24.1 | < 0.005 | < 0.005 | 24.2 |
| Dust From Material Movement | — | — | — | — | — | 0.08 | 0.08 | — | 0.04 | 0.04 | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.99 | 3.99 | < 0.005 | < 0.005 | 4.01 |
| Dust From Material Movement | — | — | — | — | — | 0.01 | 0.01 | — | 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.35 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 71.2 | 71.2 | < 0.005 | < 0.005 | 72.2 |
| 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 |
| Hauling | 0.02 | 1.18 | 0.44 | 0.01 | 0.02 | 0.23 | 0.25 | 0.02 | 0.06 | 0.08 | — | 898 | 898 | 0.05 | 0.14 | 943 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.74 | 0.74 | < 0.005 | < 0.005 | 0.75 |
| 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 |
| Hauling | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 9.84 | 9.84 | < 0.005 | < 0.005 | 10.3 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.12 | 0.12 | < 0.005 | < 0.005 | 0.12 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.63 | 1.63 | < 0.005 | < 0.005 | 1.71 |

## 3.5. 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 1.13 | 2.93 | 0.01 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 449 | 449 | 0.02 | < 0.005 | 450 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.21 | 0.54 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 74.3 | 74.3 | < 0.005 | < 0.005 | 74.5 |
| 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.32 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 64.9 | 64.9 | < 0.005 | < 0.005 | 65.9 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 50.8 | 50.8 | < 0.005 | 0.01 | 53.2 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.28 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 61.3 | 61.3 | < 0.005 | < 0.005 | 62.1 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 50.9 | 50.9 | < 0.005 | 0.01 | 53.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.10 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 21.3 | 21.3 | < 0.005 | < 0.005 | 21.6 |
| Vendor | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 17.5 | 17.5 | < 0.005 | < 0.005 | 18.3 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.53 | 3.53 | < 0.005 | < 0.005 | 3.58 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.90 | 2.90 | < 0.005 | < 0.005 | 3.03 |
| 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 |

## 3.6. 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 1.13 | 2.93 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 449 | 449 | 0.02 | < 0.005 | 450 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.21 | 0.54 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 74.3 | 74.3 | < 0.005 | < 0.005 | 74.5 |
| 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.32 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 64.9 | 64.9 | < 0.005 | < 0.005 | 65.9 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 50.8 | 50.8 | < 0.005 | 0.01 | 53.2 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.28 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 61.3 | 61.3 | < 0.005 | < 0.005 | 62.1 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 50.9 | 50.9 | < 0.005 | 0.01 | 53.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.10 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 21.3 | 21.3 | < 0.005 | < 0.005 | 21.6 |
| Vendor | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 17.5 | 17.5 | < 0.005 | < 0.005 | 18.3 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.53 | 3.53 | < 0.005 | < 0.005 | 3.58 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.90 | 2.90 | < 0.005 | < 0.005 | 3.03 |
| 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 |

## 3.7. Building Construction (2026) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.68 | 1.75 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 268 | 268 | 0.01 | < 0.005 | 269 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.12 | 0.32 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 44.3 | 44.3 | < 0.005 | < 0.005 | 44.5 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.30 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 63.6 | 63.6 | < 0.005 | < 0.005 | 64.5 |
| Vendor | < 0.005 | 0.06 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 49.9 | 49.9 | < 0.005 | 0.01 | 52.2 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.26 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 60.0 | 60.0 | < 0.005 | < 0.005 | 60.8 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 49.9 | 49.9 | < 0.005 | 0.01 | 52.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 12.4 | 12.4 | < 0.005 | < 0.005 | 12.6 |
| Vendor | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 10.3 | 10.3 | < 0.005 | < 0.005 | 10.7 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 2.06 | 2.06 | < 0.005 | < 0.005 | 2.09 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.70 | 1.70 | < 0.005 | < 0.005 | 1.77 |
| 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 |

## 3.8. Building Construction (2026) - Mitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 3.29 | 8.52 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1,302 | 1,302 | 0.05 | 0.01 | 1,307 |
| 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 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.68 | 1.75 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 268 | 268 | 0.01 | < 0.005 | 269 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.12 | 0.32 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 44.3 | 44.3 | < 0.005 | < 0.005 | 44.5 |
| 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.30 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 63.6 | 63.6 | < 0.005 | < 0.005 | 64.5 |
| Vendor | < 0.005 | 0.06 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 49.9 | 49.9 | < 0.005 | 0.01 | 52.2 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.02 | 0.02 | 0.26 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 60.0 | 60.0 | < 0.005 | < 0.005 | 60.8 |
| Vendor | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 49.9 | 49.9 | < 0.005 | 0.01 | 52.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 12.4 | 12.4 | < 0.005 | < 0.005 | 12.6 |
| Vendor | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 10.3 | 10.3 | < 0.005 | < 0.005 | 10.7 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 2.06 | 2.06 | < 0.005 | < 0.005 | 2.09 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.70 | 1.70 | < 0.005 | < 0.005 | 1.77 |
| 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 |

## 3.9. Paving (2026) - Unmitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.07 | 0.84 | 4.62 | 0.01 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 659 | 659 | 0.03 | 0.01 | 661 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | < 0.005 | 0.02 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 18.0 | 18.0 | < 0.005 | < 0.005 | 18.1 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.99 | 2.99 | < 0.005 | < 0.005 | 3.00 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.32 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 69.7 | 69.7 | < 0.005 | < 0.005 | 70.8 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.82 | 1.82 | < 0.005 | < 0.005 | 1.85 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.30 | 0.30 | < 0.005 | < 0.005 | 0.31 |
| 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 |
| 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 |

## 3.10. Paving (2026) - Mitigated

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

| Location | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.07 | 0.84 | 4.62 | 0.01 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 659 | 659 | 0.03 | 0.01 | 661 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.02 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 18.0 | 18.0 | < 0.005 | < 0.005 | 18.1 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.99 | 2.99 | < 0.005 | < 0.005 | 3.00 |
| Paving | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.32 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 69.7 | 69.7 | < 0.005 | < 0.005 | 70.8 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.82 | 1.82 | < 0.005 | < 0.005 | 1.85 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.30 | 0.30 | < 0.005 | < 0.005 | 0.31 |
| 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 |
| 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 |

## 3.11. 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 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 | 23.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.66 | 3.66 | < 0.005 | < 0.005 | 3.67 |
| Architectural Coatings | 0.64 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.61 | 0.61 | < 0.005 | < 0.005 | 0.61 |
| Architectural Coatings | 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.06 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 12.7 | 12.7 | < 0.005 | < 0.005 | 12.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.33 | 0.33 | < 0.005 | < 0.005 | 0.34 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.05 | 0.05 | < 0.005 | < 0.005 | 0.06 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |

## 3.12. 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 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 | 23.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.66 | 3.66 | < 0.005 | < 0.005 | 3.67 |
| Architectural Coatings | 0.64 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.61 | 0.61 | < 0.005 | < 0.005 | 0.61 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectural Coatings | 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 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | 0.06 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 12.7 | 12.7 | < 0.005 | < 0.005 | 12.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.33 | 0.33 | < 0.005 | < 0.005 | 0.34 |
| 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 |
| 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.05 | 0.05 | < 0.005 | < 0.005 | 0.06 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 |

# 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Total | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Total | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |
| Total | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |

### 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Total | 0.70 | 0.48 | 5.07 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,268 | 1,268 | 0.06 | 0.05 | 1,288 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Total | 0.69 | 0.52 | 4.78 | 0.01 | 0.01 | 1.10 | 1.11 | 0.01 | 0.28 | 0.29 | — | 1,212 | 1,212 | 0.06 | 0.05 | 1,229 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |
| Total | 0.12 | 0.09 | 0.85 | < 0.005 | < 0.005 | 0.19 | 0.20 | < 0.005 | 0.05 | 0.05 | — | 198 | 198 | 0.01 | 0.01 | 201 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 2.39 | 2.39 | < 0.005 | < 0.005 | 2.49 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2.39 | 2.39 | < 0.005 | < 0.005 | 2.49 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 14.4 | 14.4 | 0.01 | < 0.005 | 15.1 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 2.39 | 2.39 | < 0.005 | < 0.005 | 2.49 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2.39 | 2.39 | < 0.005 | < 0.005 | 2.49 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Total | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Total | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 28.7 | 28.7 | < 0.005 | < 0.005 | 28.8 |
| Total | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 28.7 | 28.7 | < 0.005 | < 0.005 | 28.8 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Total | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Total | 0.01 | 0.14 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 174 | 174 | 0.02 | < 0.005 | 174 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 28.7 | 28.7 | < 0.005 | < 0.005 | 28.8 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 28.7 | 28.7 | < 0.005 | < 0.005 | 28.8 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.09 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Total | 0.95 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.14 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.01 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.01 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |
| Total | 0.16 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.09 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Total | 0.95 | 0.01 | 1.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 2.88 | 2.88 | < 0.005 | < 0.005 | 2.89 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consume Products | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hearths | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.14 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.01 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.01 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |
| Total | 0.16 | < 0.005 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 0.24 | 0.24 | < 0.005 | < 0.005 | 0.24 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |
| Total | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |

### 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.28 | 3.23 | 4.51 | 0.13 | < 0.005 | 8.86 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | 0.21 | 0.53 | 0.75 | 0.02 | < 0.005 | 1.47 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Total | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Total | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |

### 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Total | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Total | — | — | — | — | — | — | — | — | — | — | 6.77 | 0.00 | 6.77 | 0.68 | 0.00 | 23.7 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |
| Total | — | — | — | — | — | — | — | — | — | — | 1.12 | 0.00 | 1.12 | 0.11 | 0.00 | 3.92 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |

### 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.27 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 |

## 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | 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 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Site Preparation | Site Preparation | 6/30/2025 | 7/2/2025 | 5.00 | 2.00 | — |
| Grading | Grading | 7/3/2025 | 7/8/2025 | 5.00 | 4.00 | — |
| Building Construction | Building Construction | 7/9/2025 | 4/15/2026 | 5.00 | 200 | — |
| Paving | Paving | 4/16/2026 | 4/30/2026 | 5.00 | 10.0 | — |
| Architectural Coating | Architectural Coating | 5/1/2026 | 5/15/2026 | 5.00 | 10.0 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 7.00 | 367 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 1.00 | 8.00 | 84.0 | 0.37 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Grading | Graders | Diesel | Tier 4 Final | 1.00 | 8.00 | 148 | 0.41 |
| Grading | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 7.00 | 84.0 | 0.37 |
| Grading | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 8.00 | 367 | 0.40 |
| Building Construction | Generator Sets | Diesel | Tier 4 Final | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 6.00 | 84.0 | 0.37 |
| Building Construction | Welders | Diesel | Tier 4 Final | 3.00 | 8.00 | 46.0 | 0.45 |
| Building Construction | Rough Terrain Forklifts | Diesel | Tier 4 Final | 1.00 | 8.00 | 96.0 | 0.40 |
| Paving | Pavers | Diesel | Tier 4 Final | 1.00 | 6.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Tier 4 Final | 1.00 | 8.00 | 89.0 | 0.36 |
| Paving | Rollers | Diesel | Tier 4 Final | 1.00 | 7.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Tier 4 Final | 1.00 | 6.00 | 37.0 | 0.48 |

### 5.2.2. Mitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 7.00 | 367 | 0.40 |
| Site Preparation | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 8.00 | 84.0 | 0.37 |
| Grading | Graders | Diesel | Tier 4 Final | 1.00 | 8.00 | 148 | 0.41 |
| Grading | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 7.00 | 84.0 | 0.37 |
| Grading | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 8.00 | 367 | 0.40 |
| Building Construction | Generator Sets | Diesel | Tier 4 Final | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 1.00 | 6.00 | 84.0 | 0.37 |
| Building Construction | Welders | Diesel | Tier 4 Final | 3.00 | 8.00 | 46.0 | 0.45 |
| Building Construction | Rough Terrain Forklifts | Diesel | Tier 4 Final | 1.00 | 8.00 | 96.0 | 0.40 |
| Paving | Pavers | Diesel | Tier 4 Final | 1.00 | 6.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Tier 4 Final | 1.00 | 8.00 | 89.0 | 0.36 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Paving | Rollers | Diesel | Tier 4 Final | 1.00 | 7.00 | 36.0 | 0.38 |
| 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 |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 5.00 | 12.0 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 7.63 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 7.50 | 12.0 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 7.63 | HHDT,MHDT |
| Grading | Hauling | 12.5 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 6.84 | 12.0 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 2.03 | 7.63 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 7.50 | 12.0 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 7.63 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |

| | | | | |
|---|---|---|---|---|
| Architectural Coating | Worker | 1.37 | 12.0 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 7.63 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

## 5.3.2. Mitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 5.00 | 12.0 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 7.63 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 7.50 | 12.0 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 7.63 | HHDT,MHDT |
| Grading | Hauling | 12.5 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 6.84 | 12.0 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 2.03 | 7.63 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 7.50 | 12.0 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 7.63 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |

| | | | | |
|---|---|---|---|---|
| Architectural Coating | Worker | 1.37 | 12.0 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 7.63 | 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 | 75,026 | 25,009 | 0.00 | 0.00 | — |

## 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 (sq. ft.) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Site Preparation | 0.00 | — | 0.88 | 0.00 | — |
| Grading | 0.00 | 400 | 4.00 | 0.00 | — |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 |

### 5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Single Family Housing | 0.21 | 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 | 589 | 0.03 | < 0.005 |
| 2026 | 0.00 | 589 | 0.03 | < 0.005 |

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 179 | 181 | 162 | 64,684 | 1,547 | 1,564 | 1,401 | 557,987 |

### 5.9.2. Mitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 179 | 181 | 162 | 64,684 | 1,547 | 1,564 | 1,401 | 557,987 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

| Hearth Type | Unmitigated (number) |
|---|---|
| Single Family Housing | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |

| | |
|---|---|
| Electric Fireplaces | 0 |
| No Fireplaces | 19 |
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves | 0 |

### 5.10.1.2. Mitigated

| Hearth Type | Unmitigated (number) |
|---|---|
| Single Family Housing | — |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 0 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 19 |
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves | 0 |

### 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) |
|---|---|---|---|---|
| 75026.25 | 25,009 | 0.00 | 0.00 | — |

### 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|

| | | |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 180 |

### 5.10.4. Landscape Equipment - Mitigated

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

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

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

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Single Family Housing | 116,684 | 45.1 | 0.0330 | 0.0040 | 541,822 |

### 5.11.2. Mitigated

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

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Single Family Housing | 116,684 | 45.1 | 0.0330 | 0.0040 | 541,822 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Single Family Housing | 667,528 | 4,064,786 |

### 5.12.2. Mitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Single Family Housing | 667,528 | 4,064,786 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Single Family Housing | 12.6 | — |

### 5.13.2. Mitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Single Family Housing | 12.6 | — |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Single Family Housing | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

### 5.14.2. Mitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Average room A/C & Other residential A/C and heat pumps | R-410A | 2,088 | < 0.005 | 2.50 | 2.50 | 10.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

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

### 5.15.2. Mitigated

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

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

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

### 5.16.2. Process Boilers

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

## 5.17. User Defined

| Equipment Type | Fuel Type |
|---|---|

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1.2. Mitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.1.2. Mitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

### 5.18.2.1. Unmitigated

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

### 5.18.2.2. Mitigated

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

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|

| | | |
|---|---|---|
| Temperature and Extreme Heat | 8.18 | annual days of extreme heat |
| Extreme Precipitation | 3.30 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 18.8 | annual hectares burned |

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

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | 0 | 0 | 0 | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

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

## 6.3. Adjusted Climate Risk Scores

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

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

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 29.9 |
| AQ-PM | 46.1 |
| AQ-DPM | 66.0 |
| Drinking Water | 54.3 |
| Lead Risk Housing | 57.5 |
| Pesticides | 0.00 |
| Toxic Releases | 15.2 |

| | |
|---|---|
| Traffic | 60.3 |
| Effect Indicators | — |
| CleanUp Sites | 2.07 |
| Groundwater | 74.8 |
| Haz Waste Facilities/Generators | 58.3 |
| Impaired Water Bodies | 72.2 |
| Solid Waste | 72.4 |
| Sensitive Population | — |
| Asthma | 22.2 |
| Cardio-vascular | 30.5 |
| Low Birth Weights | 46.8 |
| Socioeconomic Factor Indicators | — |
| Education | 77.1 |
| Housing | 88.5 |
| Linguistic | 61.1 |
| Poverty | 77.4 |
| Unemployment | 89.2 |

## 7.2. Healthy Places Index Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |
| Above Poverty | 17.87501604 |
| Employed | 27.87116643 |
| Median HI | 22.85384319 |
| Education | — |
| Bachelor's or higher | 22.50737842 |
| High school enrollment | 100 |

| | |
|---|---|
| Preschool enrollment | 63.42871808 |
| Transportation | — |
| Auto Access | 21.39099192 |
| Active commuting | 68.24072886 |
| Social | — |
| 2-parent households | 76.04260234 |
| Voting | 42.74348775 |
| Neighborhood | — |
| Alcohol availability | 37.28987553 |
| Park access | 81.35506224 |
| Retail density | 97.33093802 |
| Supermarket access | 81.40639035 |
| Tree canopy | 34.83895804 |
| Housing | — |
| Homeownership | 14.03823945 |
| Housing habitability | 33.85089183 |
| Low-inc homeowner severe housing cost burden | 78.50635185 |
| Low-inc renter severe housing cost burden | 33.00397793 |
| Uncrowded housing | 30.36058001 |
| Health Outcomes | — |
| Insured adults | 11.03554472 |
| Arthritis | 56.7 |
| Asthma ER Admissions | 38.3 |
| High Blood Pressure | 82.7 |
| Cancer (excluding skin) | 71.8 |
| Asthma | 19.7 |
| Coronary Heart Disease | 51.0 |
| Chronic Obstructive Pulmonary Disease | 22.0 |

| | |
|---|---|
| Diagnosed Diabetes | 44.3 |
| Life Expectancy at Birth | 36.7 |
| Cognitively Disabled | 44.8 |
| Physically  Disabled | 46.5 |
| Heart Attack ER Admissions | 36.2 |
| Mental Health Not Good | 16.4 |
| Chronic Kidney Disease | 45.1 |
| Obesity | 30.3 |
| Pedestrian Injuries | 80.7 |
| Physical Health Not Good | 28.8 |
| Stroke | 39.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 22.7 |
| Current Smoker | 17.7 |
| No Leisure Time for Physical Activity | 26.0 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 12.4 |
| Elderly | 86.3 |
| English Speaking | 14.5 |
| Foreign-born | 60.4 |
| Outdoor Workers | 30.8 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 45.1 |
| Traffic Density | 89.8 |
| Traffic Access | 59.1 |
| Other Indices | — |

| | |
|---|---|
| Hardship | 68.4 |
| Other Decision Support | — |
| 2016 Voting | 49.7 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 63.0 |
| Healthy Places Index Score for Project Location (b) | 32.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | SIte is 1.43 acres |
| Construction: Construction Phases | no demolition required |
| Construction: Off-Road Equipment | Construction Equipment Proposed |
| Operations: Hearths | no hearths |

# NOISE STUDY

## Grace Street
## 19 Unit Residential Development
## City of Oceanside, CA

***Prepared By:***

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**January 16, 2025**

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## GLOSSARY OF COMMON TERMS

**Sound Pressure Level (SPL):** a ratio of one sound pressure to a reference pressure ($L_{ref}$) of 20 µPa. Because of the dynamic range of the human ear, the ratio is calculated logarithmically by 20 log ($L/L_{ref}$).

**A-weighted Sound Pressure Level (dBA):** Some frequencies of noise are more noticeable than others. To compensate for this fact, different sound frequencies are weighted more.

**Minimum Sound Level ($L_{min}$):** Minimum SPL or the lowest SPL measured over the time interval using the A-weighted network and slow time weighting.

**Maximum Sound Level ($L_{max}$):** Maximum SPL or the highest SPL measured over the time interval the A-weighted network and slow time weighting.

**Equivalent sound level ($L_{eq}$):** the true equivalent sound level measured over the run time. Leq is the A-weighted steady sound level that contains the same total acoustical energy as the actual fluctuating sound level.

**Day Night Sound Level (LDN)**: Representing the Day/Night sound level, this measurement is a 24 –hour average sound level where 10 dB is added to all the readings that occur between 10 pm and 7 am. This is primarily used in community noise regulations where there is a 10 dB "Penalty" for nighttime noise. Typically, LDN's are measured using A weighting.

**Community Noise Exposure Level (CNEL)**: The accumulated exposure to sound measured in a 24-hour sampling interval and artificially boosted during certain hours. For CNEL, samples taken between 7 pm and 10 pm are boosted by 5 dB; samples taken between 10 pm and 7 am are boosted by 10 dB.

**Octave Band**: An octave band is defined as a frequency band whose upper band-edge frequency is twice the lower band frequency.

**Third-Octave Band**: A third-octave band is defined as a frequency band whose upper band-edge frequency is 1.26 times the lower band frequency.

**Response Time (F,S,I)**: The response time is a standardized exponential time weighting of the input signal according to fast (F), slow (S) or impulse (I) time response relationships. Time response can be described with a time constant. The time constants for fast, slow and impulse responses are 1.0 seconds, 0.125 seconds and 0.35 milliseconds, respectively.

## EXECUTIVE SUMMARY

This noise study has been completed to determine the noise impacts to and from the development of the proposed 19-unit residential development. The proposed Project site is located south of the intersection of Foster Street and Grace Street on the existing Grace Street Church property in the City of Oceanside. The project includes a tentative tract map, development plan, and density bonus to create ownership for 19 homes in a development with parking, access drive, and landscaping.

Transportation Noise Levels – Onsite

Based upon the findings of the Buildout analysis, exterior noise from vehicular traffic onto the Project will be in compliance with the City of Oceanside's Noise Element and no impacts are anticipated at the outdoor usable areas and no mitigation measures are required. The proposed project is approximately one mile south of Oceanside Municipal Airport areas but is not within any of the noise contours due to infrequent aircraft over flights and therefore no mitigation to any structures or sensitive land uses is necessary due to aircraft.

The City of Oceanside as part of its noise guidelines also states, consistent with Title 24 of the California Code of Regulations (CCR), a project is required to perform an interior assessment on the portions of a project site where building façade noise levels are above 60 dBA CNEL in order to ensure a 45 dBA CNEL interior noise level. As determined above, façades noise levels along Grace Street are above 60 dBA CNEL. Based on numerous studies and efficiency standards in current residential Title 24 requirements, standard assembly windows have an STC of 28 or more and would provide 25 dBA noise reduction. Therefore, the project would comply with the interior noise standards with standard rated windows of STC 28.

Offsite Project Related Transportation Noise Levels

The Project does not create a direct noise increase of more than 3 dBA CNEL on any roadway segment. Therefore, the project's direct contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses. Therefore, the Project's contributions to off-site roadway noise increase would not be considered cumulatively considerable and would not cause any significant impacts.

Construction Noise Levels

None of the proposed equipment will exceed the City of Oceanside 85 dBA standard at 100 feet from the source. The project will also meet the County of San Diego 75 dBA Leq standard or all proposed equipment and no impacts are anticipated. Accordingly, impacts will be less than significant and no mitigation measures are required.

# 1.0 PROJECT INTRODUCTION

## 1.1 Purpose of this Study

The purpose of this Noise study is to determine noise impacts, if any, to the Project from off-site sources (i.e., vehicular traffic along adjacent roadways) and impacts from the Project operations (i.e., traffic generated from Project). Should impacts be determined, the intent of this study would be to recommend suitable mitigation measures to reduce impacts to below a level of significance.

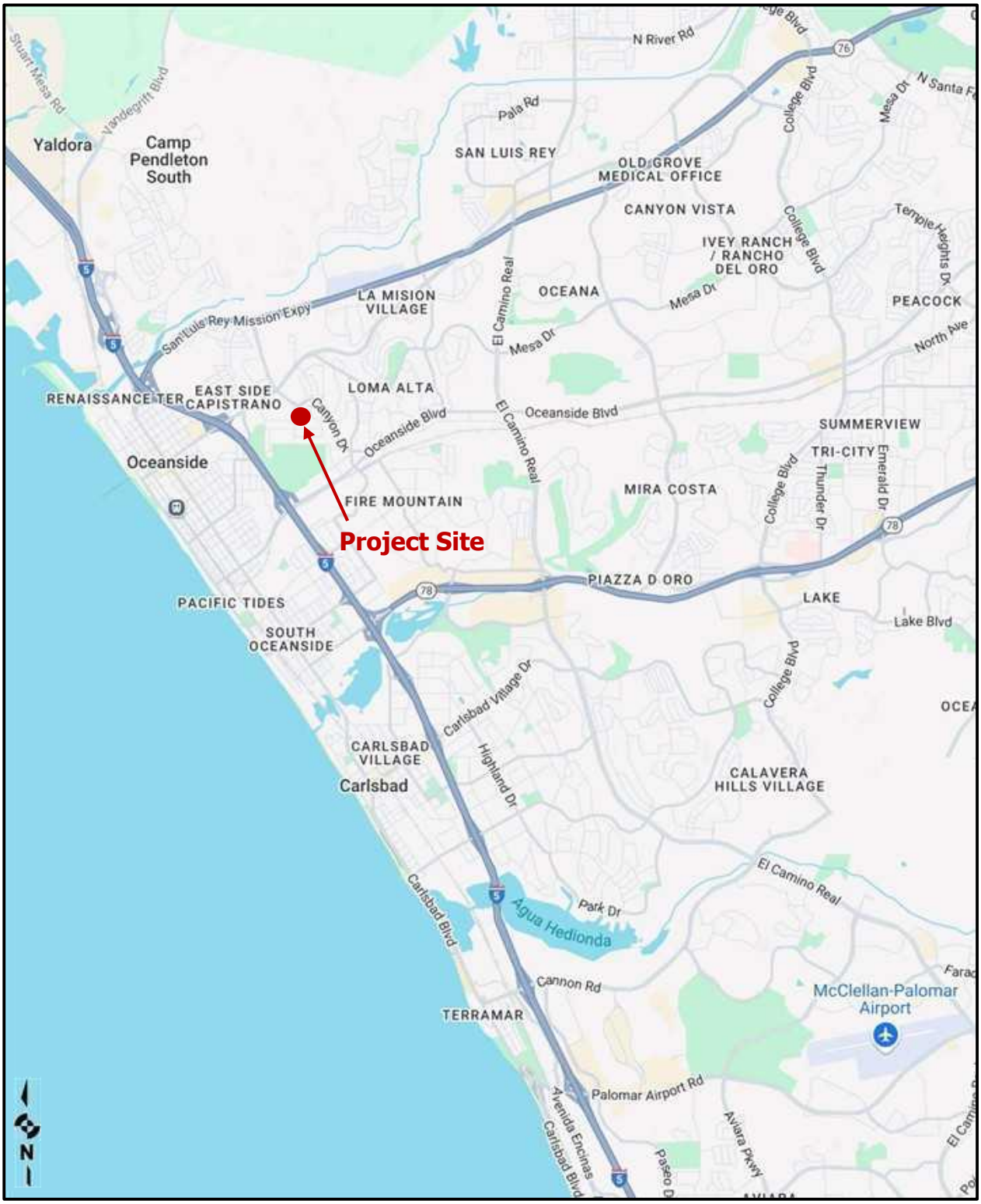
## 1.2 Project Location

The proposed project is generally located east of Interstate 5 (I-5) and south of Mission Avenue in the City of Oceanside CA. More specifically, the project is located south of Canyon Drive and south of the intersection of Foster Street and Grace Street. The project address is 240 Grace Street (APN 148-320-42-00). A general project vicinity map is shown in Figure 1-A on the following page.

## 1.3 Project Description

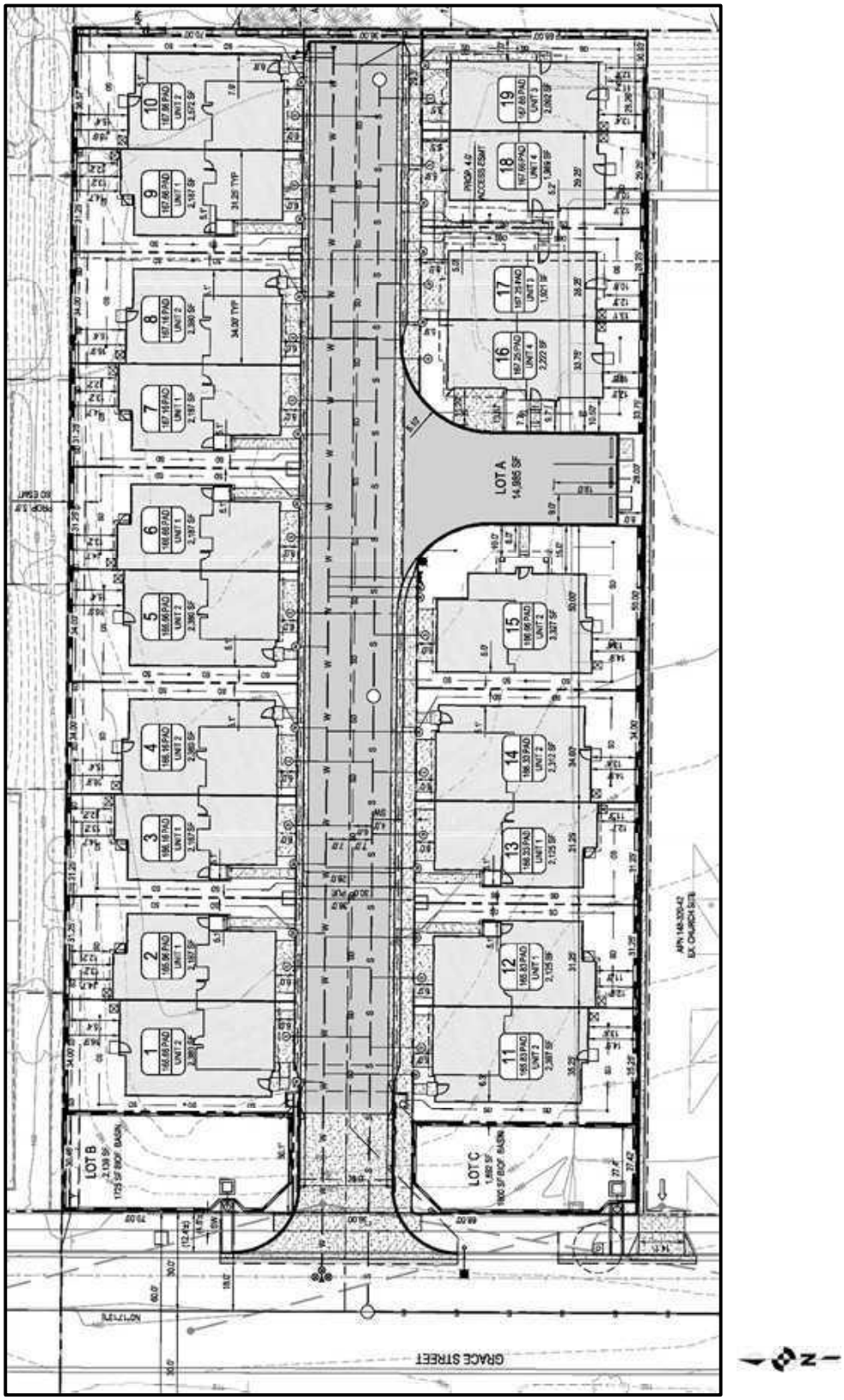
This application presents a Development Plan for a single-family residential project which will develop nineteen (19) new homes on the grass lot portion of the existing property utilizing density bonus provisions for the project per state density bonus law (SDBL). The proposal also includes a Tentative Map to create nineteen (19) individual lots for the single-family homes plus two (2) BMP lots, one (1) private street lot, and one (1) remainder lot. The property consists of one existing legal lot totaling 5.996 acres. The application is only for the northerly grass lot portion of the property consisting of approximately 1.67 gross acres (1.43 net developable). The remaining 4.326 gross acres of the property will be the remaining lot and will be created via a final map and be retained by the existing owner. A site development plan is shown in Figure 1-B on Page 3 of this report.

**Figure 1-A: Project Vicinity Map**




Source: Google 2024

**Figure 1-B: Proposed Project Site Plan**




Source: PLSA, 2024

## 2.0 ACOUSTICAL FUNDAMENTALS

Noise is defined as unwanted or annoying sound which interferes with or disrupts normal activities. Exposure to high noise levels has been demonstrated to cause hearing loss. The individual human response to environmental noise is based on the sensitivity of that individual, the type of noise that occurs, and when the noise occurs.

Sound is measured on a logarithmic scale consisting of sound pressure levels known as a decibel (dB). The sounds heard by humans typically do not consist of a single frequency but of a broadband of frequencies having different sound pressure levels. The method for evaluating all the frequencies of the sound is to apply an A-weighting to reflect how the human ear responds to the different sound levels at different frequencies. The A-weighted sound level adequately describes the instantaneous noise whereas the equivalent sound level depicted as Leq represents a steady sound level containing the same total acoustical energy as the actual fluctuating sound level over a given time interval.

The Community Noise Equivalent Level (CNEL) is the 24-hour A-weighted average for sound, with corrections for evening and nighttime hours. The corrections require an addition of 5 decibels to sound levels in the evening hours between 7 p.m. and 10 p.m. and an addition of 10 decibels to sound levels at nighttime hours between 10 p.m. and 7 a.m. These additions are made to account for the increased sensitivity during the evening and nighttime hours when sound appears louder.

A vehicles noise level is a combination of the noise produced by a vehicle's engine, exhaust, and tires. The cumulative traffic noise levels along a roadway segment are based on three primary factors: the amount of traffic, the travel speed of the traffic, and the vehicle mix ratio or number of medium and heavy trucks. The intensity of traffic noise is increased by higher traffic volumes, greater speeds, and increased number of trucks.

Because mobile/traffic noise levels are calculated on a logarithmic scale, a doubling of the traffic noise or acoustical energy results in a noise level increase of 3 dBA. Therefore, the doubling of the traffic volume, without changing the vehicle speeds or mix ratio, results in a noise increase of 3 dBA. Mobile noise levels radiate in an almost oblique fashion from the source and drop off at a rate of 3 dBA for each doubling of distance under hard site conditions and at a rate of 4.5 dBA for soft site conditions. Hard site conditions consist of concrete, asphalt, and hard pack dirt while soft site conditions exist in areas having slight grade changes, landscaped areas, and vegetation. Alternately, fixed/point sources radiate outward uniformly as it travels away from the source. Their sound levels attenuate or drop off at a rate of 6 dBA for each doubling of distance.

The most effective noise reduction methods consist of controlling the noise at the source and blocking the noise transmission with barriers. Any or all of these methods may be required to reduce noise levels to an acceptable level. To be effective, a noise barrier must have enough mass to prevent significant noise transmission through it and high enough and long enough to shield the receiver from the noise source. A safe minimum surface weight for a noise barrier is 3.5 pounds/square foot (equivalent to 3/4-inch plywood), and the barrier must be carefully constructed so that there are no cracks or openings.

Barriers constructed of wood or as a wooden fence must have minimum design considerations as follows: the boards must be ¾ inch thick and free of any gaps or knot holes. The design must also incorporate either overlapping the boards at least 1 inch or utilizing a tongue-and-grove design for this to be achieved.

## 3.0 SIGNIFICANCE THRESHOLDS AND STANDARDS

### 3.1 Transportation Related Noise

The City of Oceanside's Noise Element requires that all exterior sensitive areas shall limit noise exposure. For noise sensitive residential land uses, the City has adopted a policy which has established a "normally acceptable" exterior noise level goal of 65 dBA CNEL for the outdoor areas and an interior noise level of less than 45 dBA CNEL.

Interior noise levels should be mitigated to a maximum of 45 dBA CNEL in all habitual rooms when the exterior of the residence are exposed to levels of 60 dBA CNEL or more. If windows and doors are required to be closed to meet the interior noise standard, then mechanical ventilation shall be provided per City requirements.

### 3.2 Construction Noise and Vibration

Because the City of Oceanside does not have property line standards for construction, the County of San Diego 75 dBA Leq standard is utilized in the analysis. Section 36.408 and 36.409 of the County of San Diego Municipal Code addresses the limits of disturbing or offensive construction noise. The Municipal Code states that with the exception of an emergency, it should be unlawful to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during an 8–hour period from 7:00 a.m. to 7:00 p.m.

The City has not yet adopted vibration criteria. The United States Department of Transportation Federal Transit Administration (FTA) provides criteria for acceptable levels of groundborne vibration for various types of special buildings that are sensitive to vibration. For purposes of identifying potential project-related vibration impacts, the FTA criteria will be used. The human reaction to various levels of vibration is highly subjective. The upper end of the range shown for the threshold of perception, or roughly 65 VdB, may be considered annoying by some people. Vibration below 65 VdB may also cause secondary audible effects, such as a slight rattling of doors, suspended ceilings/fixtures, windows, and dishes, any of which may result in additional annoyance. Table 3-1 shows the FTA groundborne vibration and noise impact criteria for human annoyance.

**Table 3-1: Groundborne Vibration and Noise Impact Criteria (Human Annoyance)**

| | Groundborne Vibration Impact Levels (VdB re 1 microinch/second) | | | Groundborne Noise Impact Levels (dB re 20 micropascals) | | |
|---|---|---|---|---|---|---|
| | Frequent Events[1] | Occasional Events[2] | Infrequent Events[3] | Frequent Events[1] | Occasional Events[2] | Infrequent Events[3] |
| **Category 1**: Buildings where low ambient vibration is essential for interior operations. | 65 VdB[4] | 65 VdB[4] | 65 VdB[4] | N/A[4] | N/A[4] | N/A[4] |
| **Category 2**: Residences and buildings where people normally sleep. | 72 VdB | 75 VdB | 80 VdB | 35 dBA | 38 dBA | 43 dBA |
| **Category 3**: Institutional land uses with primarily daytime use. | 75 VdB | 78 VdB | 83 VdB | 40 dBA | 43 dBA | 48 dBA |

Source: United States Department of Transportation Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment,* June 2006.

[1] "Frequent Events" are defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

[2] "Occasional Events" are defined as between 30 and 70 vibration events of the same source per day. Most commuter truck lines have this many operations.

[3] "Infrequent Events" are defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines

[4] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

[5] Vibration-sensitive equipment is not sensitive to groundborne noise.

In addition to the vibration annoyance standards presented above, the FTA also applies the following standards for construction vibration damage. Table 3-2 on the following page, structural damage is possible for typical residential construction when the peak particle velocity (PPV) exceeds 0.2 inch per second (in/sec). This criterion is the threshold at which there is a risk of damage to normal dwellings.

In the context of this analysis, the noise and vibration impacts associated with the construction operations will be conditioned to comply with the thresholds stated above. The potential noise and vibration impacts are analyzed separately below.

**Table 3-2: Groundborne Vibration Impact Criteria (Structural Damage)**

| Building Category | PPV (in/sec) | VdB |
|---|---|---|
| I. Reinforced-concrete, steel, or timber (no plaster) | 0.5 | 102 |
| II. Engineered concrete and masonry (no plaster) | 0.3 | 98 |
| III. Non-engineered timber and masonry buildings | 0.2 | 94 |
| IV. Buildings extremely susceptible to vibration damage | 0.12 | 90 |

Source: United States Department of Transportation Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment,* June 2006.

## 4.0 NOISE ENVIRONMENT

### 4.1 Existing Noise Environment Onsite

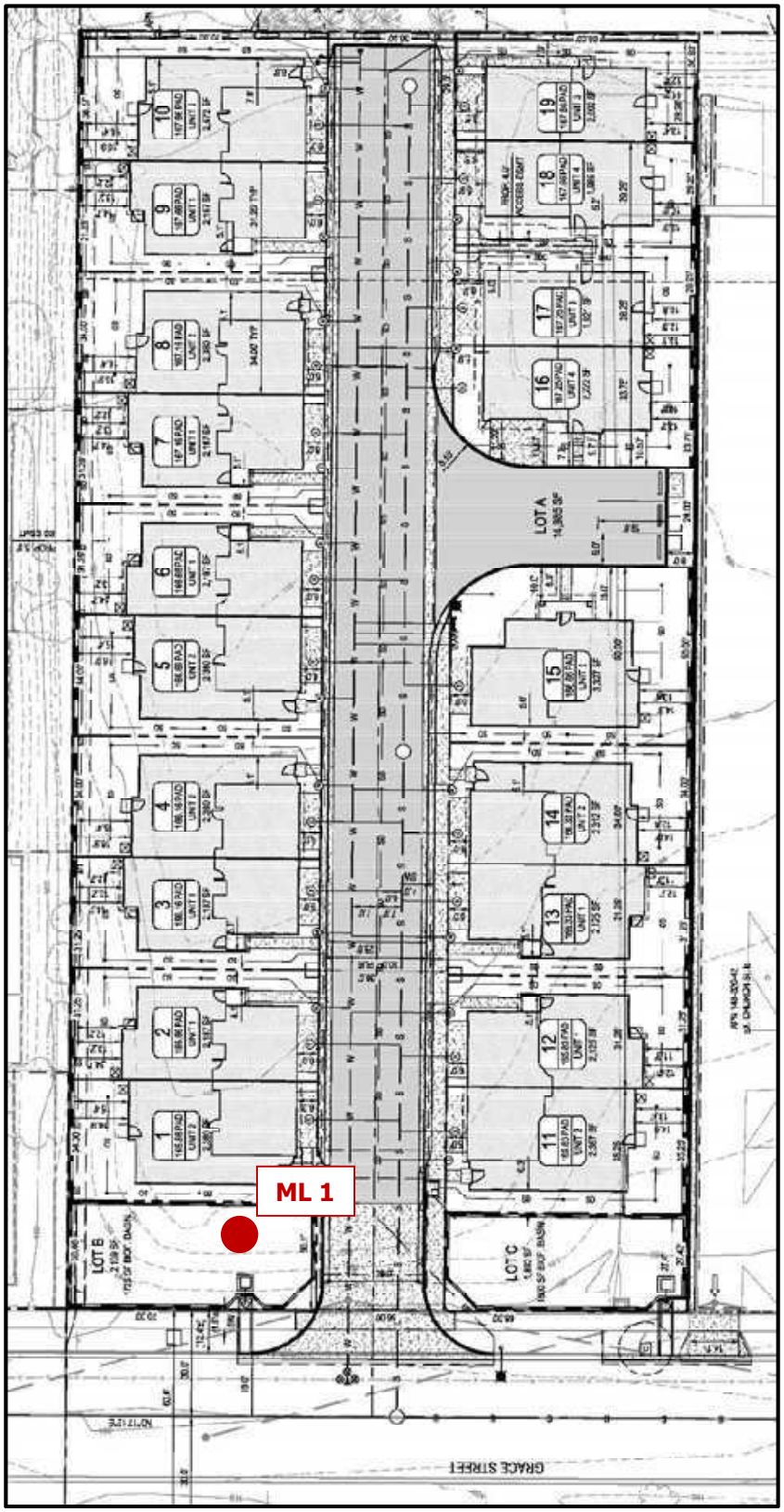
Noise measurements were taken October 4, 2024, in the midday hours using a Larson-Davis Model LxT Type 1 precision sound level meter, programmed, in "slow" mode, to record noise levels in "A" weighted form. The sound level meter and microphone were mounted on a tripod, five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring using a Larson-Davis calibrator, Model CAL 200.

Monitoring location 1 (ML1) was located along the western property line facing Grace Street. The result of the noise level measurements are presented in Table 4-1. The noise measurements were monitored for a time period of 15 minutes during normal traffic conditions. The existing noise levels in the project area consisted primarily of traffic from adjacent Grace Street. The ambient Leq noise level measured in the area of the project during the midday hours was found to be roughly 54 dBA Leq. The statistical indicators Lmax, Lmin, L10, L50 and L90, are given for the monitoring location. As can be seen from the L90 data, 90% of the time the noise level is 51 dBA from roadway activity. The noise monitoring location is provided graphically in Figure 4-A on the following page.

**Table 4-1: Measured Ambient Noise Levels**

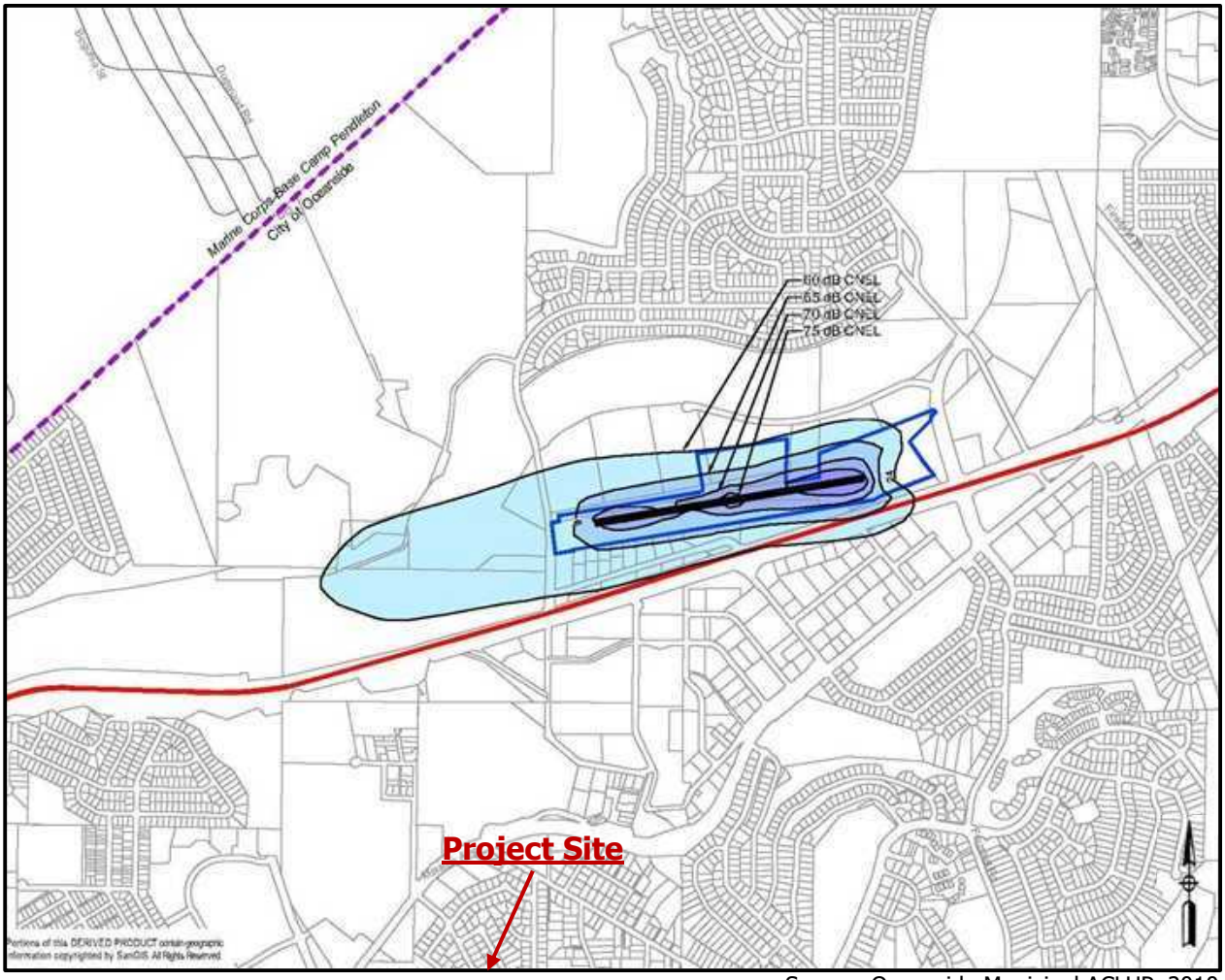
| Measurement Identification | Description | Time | Noise Levels (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Leq | Lmin | Lmax | L10 | L50 | L90 |
| M1 | Grace Street | 11:45 a.m. – 12:00 p.m. | 53.9 | 50.1 | 62.2 | 56.7 | 52.2 | 50.9 |
| Source: Ldn Consulting, Inc. October 4, 2024 | | | | | | | | |

## Figure 4-A: Ambient Noise Monitoring Location



The proposed project is located approximately one mile south of the Oceanside Municipal Airport areas but is not within any of the noise contours due to infrequent aircraft over flights and therefore no mitigation to any structures or sensitive land uses is necessary due to aircraft. Noise from the Oceanside Municipal Airport would not be expected to exceed 65 dBA CNEL and therefore no mitigation to any structures or sensitive land uses due to aircraft is required. The project site location is not visible on the noise contour map of the Oceanside Municipal Airport as can be seen in Figure 4-B below.

**Figure 4-B: Oceanside Municipal Airport Noise Contours/Project Location**




Source: Oceanside Municipal ACLUP, 2010

## 4.2 Onsite Roadway Noise

To determine the future noise environment and impact potentials the roadway segment noise levels projected in this report were calculated using the methods in the Highway Noise Model published by the Federal Highway Administration (FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, December 1978). The FHWA Model uses the traffic volume, vehicle mix, speed, and roadway geometry to compute the equivalent noise level. The peak hour traffic volumes range between 6-12% of the average daily traffic (ADT) and 10% is generally acceptable for noise modeling. Table 4-2 presents the roadway parameters used in the analysis including the peak traffic volumes, vehicle speeds and the hourly traffic flow distribution (vehicle mix). The vehicle mix provides the hourly distribution percentages of automobiles, medium trucks and heavy trucks for input into the FHWA Model. The Buildout conditions include the SANDAG 2035 traffic volumes as shown in Table 2 *(Source: SANDAG Series ABM2+/2021 RP Forecast Year 2035).*

**Table 4-2: Traffic Parameters**

| Roadway | Year | Average Daily Traffic (ADT)[1] | Peak Hour Volume | Modeled Speeds (MPH) | Vehicle Mix % | | |
|---|---|---|---|---|---|---|---|
| | | | | | Auto | Medium Trucks | Heavy Trucks |
| Mission Avenue | 2035 | 21,300 | 2,130 | 35 | 96 | 2 | 2 |
| Canyon Drive | 2035 | 7,500 | 750 | 45 | 96 | 2 | 2 |
| Grace Street | 2035 | 3,100 | 310 | 25 | 96 | 2 | 2 |
| Foster Street | 2035 | 600 | 60 | 25 | 96 | 2 | 2 |

[1] Source: SANDAG Series ABM2+/2021 RP, Forecast Year 2035

According to the Caltrans Preliminary Noise Abatement Decision Report (NADR) for the Interstate 5 North Coast Corridor Project prepared by Dokken Engineering, future peak hour noise levels are expected to be as high as 73 dBA Leq with no shielding at approximately 340 feet from the centerline of Interstate 5 (Dokken Engineering, 2007).

A spreadsheet calculation was used which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these equivalent noise levels and summing them gives the CNEL for the traffic projections. The results of the specific noise modeling are provided in Figure 4-C. It was determined that the noise levels from the roadways would be below 65 dBA CNEL at the project site. Therefore, the proposed project would comply with the City's exterior noise level goal of 65 dBA CNEL without additional mitigation. It should be noted that the existing buildings surrounding the site would provide additional shielding to the proposed project. To be conservative, no reductions due to shielding were taken into account.

**Figure 4-C: Future Noise Levels**

| Traffic Volumes, Mix and Speeds | | | | |
|---|---|---|---|---|
| | Autos | Med. Trucks | Heavy Trucks | |
| **Mix Ratio by Percent** | 96.0 | 2.0 | 2.0 | |
| **Propagation Rule** | Soft | | | |
| **Roadway** | **ADT** | **Speed MPH** | **Distance** | **CNEL** |
| Mission Avenue | 23,400 | 35 | 50 | 70.6 |
| Canyon Drive | 9,300 | 45 | 50 | 68.9 |
| Grace Street | 3,400 | 25 | 50 | 60.2 |
| Foster Street | 600 | 25 | 50 | 52.7 |
| I-5 | | | 340 | 73.0 |

| Noise Reduction due to Distance | | | |
|---|---|---|---|
| | **Distance** | **Reduction** | **Resultant Level** |
| Mission Avenue | 1,250 | -20.97 | 49.6 |
| Canyon Drive | 340 | -12.49 | 56.4 |
| Grace Street | 50 | 0.00 | 60.2 |
| Foster Street | 148 | -7.07 | 45.6 |
| I-5 | 1,150 | -20.43 | 52.6 |
| **Cumulative Noise Level** | | | **62.6** |

## 4.3 Interior Noise Levels

The City of Oceanside as part of its noise guidelines also states, consistent with Title 24 of the California Code of Regulations (CCR), a project is required to perform an interior assessment on the portions of a project site where building façade noise levels are above 60 dBA CNEL in order to ensure a 45 dBA CNEL interior noise level. As determined above, façades noise levels along Grace Street are above 60 dBA CNEL.

Basic calculations show that a windows open condition will typically reduce the interior noise levels 12-15 dBA CNEL and not provide adequate interior noise mitigation. To meet the 45 dBA CNEL interior noise standard for residential uses, an overall minimum interior noise level reduction of 18 dBA CNEL is needed for the proposed project. Therefore, a closed window condition is required to reduce interior noise levels to comply with CCR Title 24 and City of Oceanside requirements. The windows/doors closed condition does not require the windows or doors to be non-operable but does require that mechanical ventilation be installed to move air within the structure and control temperatures when the windows are closed. The mechanical ventilation must meet the jurisdictional requirements for these dwelling units.

The sound transmission class (STC) is a method of rating how well wall partitions, such as doors and windows, reduce sound transmission. A higher number indicates better sound than a lower number. Based on numerous studies and efficiency standards in current residential Title 24 requirements, standard assembly windows have an STC of 28 or higher and would provide between a 25 dBA noise reduction. Therefore, the project would comply with the interior noise standards with standard rated windows of STC 28.

## 4.4 Offsite Project Related Transportation Noise Levels

To determine if direct or cumulative off-site noise level increases associated with the development of the proposed project would create noise impacts, the traffic volumes for the existing conditions were compared with the traffic volume increase of existing plus the proposed project. The project is estimated to only generate 179 daily trips according to the project applicant and is exempt from providing a Vehicle Miles Traveled (VMT) analysis. The existing average daily traffic volume along Grace Street is 2,800 ADT. The existing average daily traffic (ADT) volumes on the remaining area roadways are more than several thousand ADT. Typically, it requires a project to double (or add 100%) the traffic volumes to have a direct impact of 3 dBA CNEL or be a major contributor to the cumulative traffic volumes. The project will add less than 7% more traffic to Grace Street. Therefore, no direct or cumulative impacts are anticipated.

## 5.0 CONSTRUCTION NOISE LEVELS

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment includes haul trucks, water trucks, graders, dozers, loaders, and scrapers and can reach relatively high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

Because the City of Oceanside does not have property line standards for construction, the County of San Diego 75 dBA Leq standard is utilized in the analysis. Section 36.408 and 36.409 of the County of San Diego Municipal Code addresses the limits of disturbing or offensive construction noise. The Municipal Code states that with the exception of an emergency, it should be unlawful to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during an 8–hour period from 7:00 a.m. to 7:00 p.m.

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from 60 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 75 dBA measured at 50 feet from the noise source to the receptor would be reduced to 69 dBA at 100 feet from the source to the receptor and reduced to 63 dBA at 200 feet from the source.

Using a point-source noise prediction model, calculations of the expected construction noise levels were completed. The essential model input data for these performance equations include the source levels of the equipment, source to receiver horizontal and vertical separations, the amount of time the equipment is operating in a given day (also referred to as the duty-cycle), and any transmission loss from topography or barriers.

### 5.1 Potential Construction Noise Impact

Based on the EPA noise emissions, empirical data and the amount of equipment needed, worst-case noise levels from the construction equipment operations would occur during the base operations (grading/site preparation). Due to physical constraints and normal site preparation operations, most of the equipment will be spread out over the site. The 173' x 360' property size limits the size and the amount of large equipment that can be used at any given time on the site. Based upon the proposed site plan, the majority of the grading operations will occur at an average of more than 80 feet from the nearest property lines.

Therefore, the worst-case noise condition during grading would occur when the construction equipment is working in close proximity to each other at an average distance of approximately 80 feet from the property lines. The noise levels utilized in this analysis are shown in Table 5-1. The amount of time the equipment will be utilized over an 8-hour period at this distance from the property line is also given and factored into the average noise level calculations. This is referred to as the duty-cycle.

**Table 5-1: Construction Noise Levels**

| Equipment Type | Quantity Used | Source @ 50 Feet (dBA) | Cumulative Noise Level @ 50 Feet (dBA) |
|---|---|---|---|
| Tractor/Backhoe/Loader | 1 | 72 | 72.0 |
| Grader | 1 | 73 | 73.0 |
| Water Trucks | 1 | 70 | 70.0 |
| Roller/Compactor | 1 | 74 | 74.0 |
| | | **Cumulative Level** | **78.5** |
| | | **Distance to Sensitive Use** | **80** |
| | | **Noise Reduction due to Distance** | **-4.1** |
| | | **Property Line Noise Level** | **74.4** |

## 5.2 Construction Noise Conclusions

As can be seen in Table 5-1, none of the proposed equipment will exceed the City of Oceanside 85 dBA standard at 100 feet from the source. The project will meet the County of San Diego 75 dBA Leq standard or all proposed equipment and no impacts are anticipated. Accordingly, impacts will be less than significant and no mitigation measures are required.

## 5.3 Construction Vibration Findings

The nearest vibration-sensitive uses are the residences located 50 feet or more from the proposed construction. The anticipated construction equipment will be spread out over the site working in a different portion of the site as needed. For example: a single dozer may be utilized near the project boundary while the other equipment is working on the opposite side of the site. Table 5-2 lists the average vibration levels that would be experienced at the nearest vibration sensitive land uses from the temporary construction activities. Vibration levels were assessed at a distance of 50 feet to be conservative.

**Table 5-2: Vibration Levels from Construction Activities (Residential Receptors)**

| Equipment | Approximate Velocity Level at 25 Feet (VdB) | Approximate RMS Velocity at 25 Feet (in/sec) | Approximate Velocity Level at 50 Feet (VdB) | Approximate RMS Velocity at 50 Feet (in/sec) |
|---|---|---|---|---|
| Small bulldozer | 58 | 0.003 | 49.0 | 0.0011 |
| Jackhammer | 79 | 0.035 | 70.0 | 0.0124 |
| Loaded trucks | 86 | 0.076 | 77.0 | 0.0269 |
| Large bulldozer | 87 | 0.089 | 78.0 | 0.0315 |
| | | FTA Criteria | 80 | 0.2 |
| | | **Significant Impact?** | **No** | **No** |
| [1] PPV at Distance D = PPVref x $(25/D)^{1.5}$ | | | | |

The FTA has determined vibration levels that would cause annoyance to a substantial number of people and potential damage to building structures. The FTA criterion for vibration induced structural damage is 0.20 in/sec for the peak particle velocity (PPV). Project construction activities would result in PPV levels below the FTA's criteria for vibration induced structural damage. Therefore, project construction activities would not result in vibration induced structural damage to residential buildings near the demolition and construction areas. The FTA criterion for infrequent vibration induced annoyance is 80 Vibration Velocity (VdB) for residential uses. Construction activities would generate levels of vibration that would not exceed the FTA criteria for nuisance for nearby residential uses. Therefore, vibration impacts would be less than significant.

## 5.4 Vibration Findings

Given attenuation of vibration velocities with distance, the RMS vibration velocity and peak particle velocity at the nearest existing residence would be about 78 VdB and 0.03 inch per second, respectively. Based on the construction vibration human annoyance criterion of 80 VdB published by the FTA, the vibration levels for the construction activity on nearby residential structures will not be significant.

## 6.0 CERTIFICATIONS

The contents of this report represent an accurate depiction of the noise and vibration environment and impacts within and surrounding the proposed residential development. The information contained in this report was based on the best available data at the time of preparation.

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Date January 16, 2025

# Community Outreach Summary
# Grace Street Development

April 28, 2025

T24-00005; D24-00016; DB24-00007

The application for the Grace Street Development located at 240 Grace Street on a 1.675-acre site includes a Tentative Map, Development Plan and Density Bonus for a 19-lot single-family home community in Oceanside. The project shall consist of twin homes or attached single-family homes (18 homes total) and one (1) detached single family home. This Community Outreach Plan is being provided in accordance with Council Policy 300-14 and provides a summary of the proposed notification and outreach for the project which are intended to comply with the policy goals to increase public awareness and promote public participation during review of this proposed development project.

## Mail Notification

Notification by mail of the initial application filing was sent by the city to all addresses on the initial radius list for the proposed project based on the most recent available information. It includes owners within a 1,500-foot radius, tenants within a 100-foot radius, and people on the City's interested party list.

## On-site Signage

The project notification sign was posted onsite on December 19, 2024 after the filing of the project application and the certification/photo of the posting was sent to the City for their records.

## Community Outreach Meetings and Correspondence

After the onsite signage was posted, two (2) owners on Foster Street reached out via phone on 12/30/2024 and 1/17/2025 to discuss the proposed project and to request copies of plans be sent to them by mail and email. They additionally asked if the developer would be willing to attend a neighborhood organized meeting on the subject property on February 8, 2025 with all the owners/occupants that they could reach out to on their own to attend. A meeting was held and approximately 8-10 neighbors attended the meeting. Comments and responses from this meeting have been included below and the sign in sheet has been attached. (Note: Only 8 people signed the attendance sheet as some left before the meeting was concluded and did not sign the sheet)

An Outreach Mailer for the official neighborhood meeting was sent to owners/occupants on the radius list and the interested parties list supplied by the City on February 25, 2025. Items included in the mailer were a locator map, a description of the proposed project, an overall site plan, and contact information. The letter also provided a Dropbox link to allow for access to the project plans which included the Tentative Map/Preliminary Grading Plan, Conceptual Landscape Plan and Architectural Plans.

A follow-up meeting with two (2) owners directly below the project site on Foster Street who attended the February 8, 2025 meeting, was held at one of the owners' homes on February 27,

2025 to discuss specific items directly related to their own property per comments received at the February 8, 2025 meeting.

The official neighborhood meeting was held on March 17, 2025 at 5:30 pm at the First Baptist Church located at 240 Grace Street. No comments were received via mail, email, or phone prior to the neighborhood meeting. Approximately thirty (30) neighbors attended in addition to three (3) First Baptist Church representatives, and associate planner Dane Thompson from the City of Oceanside. Copies of the sign in sheets are included as attachments.

A follow-up meeting with two (2) owners directly below the project site on Foster Street who attended the neighborhood meeting on March 17, 2025, were separately held at each of their homes on March 21, 2025 and March 24, 2025 to discuss specific items directly related to their own property per comments received at the neighborhood meeting.

After the meeting, one (1) email was sent on March 24, 2025 and two (2) emails were sent on March 25, 2025 to the attention of associate planner Dane Thompson and Councilmember Eric Joyce at the City of Oceanside by neighbors. Additional correspondence has been sent directly to the City of Oceanside which the project applicant was not copied on, but which will be made part of the project record.

For reference, a copy of the mailer, sign-in sheets, and the summary of the comments and response to comments are attached. Communication from neighbors to the applicant will be responded to throughout the remainder of the application process through the final hearings.

Regarding the comments and response to comments, the bulk of the comments raised at the March 17, 2025, neighborhood meeting had been previously raised by owners per earlier discussions and at the neighborhood organized meeting attended by the developer on February 8, 2025. As such, comments addressing the same issues will be combined into a single comment and response to avoid redundancy. Comments not raised at the March 17, 2025 meeting have been included as well for the project.

**Comment:** *How tall are the buildings? What is the pitch of the roof? Are the roofs made of tile or some other material? What 2nd floor windows are located on the rear of Lots 1-10 and can any be removed? Can any of the bedrooms on the rear of the house be moved to the front of the house on Lots 1-10? Will the project be providing solar and if so, where will it be placed?*

**Response:** The maximum building height proposed is 28 feet. The max roof slope pitch will be 4:12. The roofs will be a combination of flat and low-profile S concrete tile. Windows on the 2nd floor of Plan 1 & Plan 2 floor plans are made up of primary and secondary bedrooms along with a window in the shower and water closet on Plan 1. Bedrooms are currently proposed at the front of the house as well so the rear bedrooms cannot be relocated. Windows have been sized for both egress and to fit the proposed elevation as well. Window screenings/covers are expected to be installed by future owners on all bedroom and bathroom windows. The project will be installing solar panels for each of the 19 homes. The location of the panels for Lots 1-10 will be on the private street side or front of the homes as the panels need to face south or south/west. For Lots 11-19 they will be on the rear of the homes facing the church/parking lot.

**Comment:** *Are decks or balconies proposed on any of the lots?*

**Response:** No decks or balconies are proposed for the project. A restriction will be added to the project CC&Rs and enforced by the HOA that does not allow any future construction of 2nd floor decks or balconies off the rear of the homes.

**Comment:** *Are you installing a streetlight for the project?*

**Response:** A new streetlight will be installed on Grace Street at the project entrance. Additional lighting will be installed on the internal private street as well.

**Comment:** *Are the homes for-sale instead of apartments including the affordable homes?*

**Response:** The project is proposing sixteen (16) market rate homes and three (3) affordable homes consisting of two (2) very low-income units and one (1) moderate income unit. All homes will be for-sale and a restriction will be added in the CC&Rs that owners cannot rent their homes for less than thirty (30) days to avoid being used as a short-term rental.

**Comment:** *How will the project address construction noise and dust control? How long will the project take to construct?*

**Response:** Construction on the project will be limited to the City of Oceanside approved working hours and restrictions on weekdays, weekends and holidays. Noise will be regulated by the City of Oceanside Noise Ordinance as well. Regarding dust control, the project will be required to submit an erosion control plan for review and approval prior to the start of grading operations. This will include the use of water to prevent dust from leaving the site during all grading operations. If an issue arises, the City inspector will work with the grading contractor to take additional steps. If any dust leaves the site and impacts the homes adjacent to the project, the

applicant will take steps to remediate all impacted areas as feasibly possible. Additional measures and restrictions will be adhered to as outlined in the conditions of approval, project plans, and requirements from the City of Oceanside. The project construction is estimated to take 9 months from the start of grading to completion. This time frame can change depending on factors outside of the control of the contractor such as weather, shortage of material or labor, or other unforeseen circumstances that could impact the project schedule.

**Comment:** *Can the project site be lowered? Are you importing or exporting dirt? Is infiltration proposed for the site and if so, will it impact the neighbors along the northern property line? Loma Alta has areas of bad soil so how will the project address any potential soil related issues for the project site?*

**Response:** The project site cannot be lowered any more due to the storm water detention and treatment requirements imposed on the project by the City of Oceanside and SWRCB. The project is required to hold, treat, and then release all storm water from the project site into the existing gutter on Grace Street. Since no storm drain exists along Grace Street, the site was required to set grades on the project site based on the flow line elevation at the gutter where the storm water is to be discharged. The project is estimating 355 cubic yards of export from the site.

No infiltration is proposed for the site. All storm water will be conveyed via private storm drains or curb and gutter to proposed curb inlets into the two (2) proposed storm water detention basins. An impermeable liner will be installed at the bottom of both basins to prevent infiltration of water. Offsite water flowing onto the property from the two (2) adjacent eastern properties will be picked up in a new brow ditch and inlet and will be conveyed via a private storm drain line through the rear yards of Lots 1-10 and out to the existing gutter on Grace Street.

A geotechnical study was prepared for the site by Geocon Incorporated and has been reviewed by the City's geotechnical engineer. All grading and improvement work will follow the recommendations contained in the report including the overexcavation and recompaction of the existing dirt onsite. The geotechnical engineer will review the final grading, improvement, and foundations plans to ensure that it adheres to the required design standards and recommendations for the site.

**Comment:** *Do the nineteen (19) homes have private open space? How much private open space and how far are Lots 1-10 setback from the northern property line? How far are Lots 11-19 setback from the southern property line? How far is Lot 10 & 19 setback from the eastern property line?*

**Response:** All nineteen (19) homes each have a private side and rear yard of varying size. The amount of private usable open space provided per lot ranges from 332 sf to 750 sf. The homes proposed on Lots 1-10 have rear yard setbacks proposed from 14.5 ft to 18.7 ft to the rear property line based on the floor plan type. The homes proposed on Lots 11-19 have rear yard setbacks proposed from 12.3 feet to 16.7 feet. Lots 10 & 19 have side yard setbacks ranging from 7.4 ft to 7.9 ft based on where the measurement is taken along the eastern property line or side yard of the homes.

**Comment:** *How many parking spaces are being provided for the project? Is the project planning on using the permit parking on Grace Street? Has the project discussed using some of the unused existing church parking spaces to prevent people from parking on Grace Street and the surrounding streets? How is the project going to prevent people from using the garages for uses other than for cars?*

**Response:** The project is providing a 2-car garage for each lot along with three (3) onsite guest/visitor parking spaces. No parking is permitted along the internal private street. The future owners of the single-family homes can utilize the Preferential Parking Permit Program if they choose by securing a permit through the City of Oceanside. However, the availability of this parking is not being counted towards meeting the parking requirements for the project. The CC&Rs will contain requirements for all future owners to utilize the garages for their intended use and will be monitored for compliance by the future Homeowners Association.

A discussion has taken place with the church regarding the potential to allow future owners of the project to enter into a licensing agreement in order to park in the existing church parking lot which was requested by the neighbors. At this time, the church is not willing to commit to an agreement due to issues regarding access, security and monitoring, insurance and liability concerns, as well as not knowing the future rehabilitation/improvements that are to be made on the church property at this time. If prior to the completion and occupancy of the homes the church is willing to revisit this issue, then a licensing agreement would be pursued to allow future owners of the project to park in the church parking lot if they so choose. Furthermore, all owners would be subject to the licensing and permitting restrictions imposed by the church, which could include but not be limited to any fees and with the complete understanding the license could be revoked at anytime by the church at their sole discretion.

**Comments:** *The development will put strain on the existing utilities in this area at the proposed density.*

**Response:** As requested by the Water Utilities Department, a water study was prepared for the project by Dexter Wilson and concluded that the existing 8" water line in Grace Street has the capacity to provide water service to the nineteen (19) homes and the proposed fire hydrant to be constructed on the private street. This includes the demands for the fire sprinkler systems to be installed on each of the homes as well. The project is proposing to install a new 8" sewer main along Grace Street that shall extend and connect to the existing sewer main on Dixie Street to service the nineteen (19) homes. Approximately 387 LF of existing 6" sewer main is to be replaced by the project and upsized to a new 8" main as shown on the project documents. The project shall extend electric, phone, and cable service from the existing pole located at the corner of Grace Street and Foster Street. This project is an all-electric project so no gas will be installed. All homes will have a PV solar system installed as well.

**Comment:** *How is the project going to deal with the existing gopher situation on the property and keep it from impacting adjacent owners/residents? Who will be removing the gophers and will chemicals be used that could harm the gophers?*

**Response:** Prior to the start of grading, the developer will hire a gopher removal company to address the existing gopher issue on the vacant grass lot. The developer will defer to the gopher removal company for the best recommendation/method to remove the gophers from the site. If gophers migrate onto neighboring properties as a result of grading, the developer will coordinate with the individual owners to address the problem.

**Comment:** *What type of walls and fencing are proposed for the project? How tall is the proposed wall and fencing on the northern property line for Lots 1-10? What type of fencing is proposed on top of the northern property wall and can it be turned into an all-block wall?*

**Response:** As shown on the Conceptual Landscape Plan, the project proposes a combination of geogrid & masonry retaining walls and vinyl fencing along the northern and southern boundary of the project between the development and the adjacent homes and church parking lot. The project proposes a combination of masonry retaining walls and wrought iron or vinyl fencing along the eastern and western boundary of the project. The proposed geogrid retaining wall along the northern property line for Lots 1-10 will range from 4 ft to 6.68 ft in height. A six (6) foot vinyl fence shall be placed on top of the geogrid wall along the rear of Lots 1-10. The combined height of geogrid wall and fencing ranges from 10 ft to 13 ft in height. The developer is not inclined to change the proposed wall and fencing plan to a solid block perimeter wall on top of a block retaining wall at this location. Additionally, the proposed geogrid wall system would not be able to accommodate a block wall on top of it and would require the perimeter wall to be offset a minimum of 3 feet behind the wall which would result in the loss of private open space for Lots 1-10. The use of a masonry retaining wall in-lieu of a geogrid wall setup would require more grading and excavation work to accommodate an even larger retaining wall footing and would add significant costs to the proposed project.

**Comment:** *The plans show that the existing neighbor fencing along the northern property line does not appear to be on the legal property line. Why is there a gap? How wide is the gap? Who does that land belong to and how will that area be addressed to avoid a "no man's land condition"?*

**Response:** The entire Grace Street Church property was surveyed and because of that survey it was discovered that the existing fencing along the northern property line is located anywhere from 3 ft to 5.5 ft off the legal property line. This was more than likely due to incorrect survey work back when the homes were built in this location and the fencing installed for each of the homes. The homeowners have been alerted to this fact and the project shall at its own expense remove the existing fencing and reconnect the side yard fencing on each lot to the new proposed retaining wall along the northern property line in order to give back the area legally owned by each lot and to establish the correct legal boundaries between the project and these lots. This will prevent people from accessing this area from Grace Street to avoid a "no man's land condition" as well.

**Comment:** *Given the height difference of the site and more specifically along the northern property line between the six (homes) abutting the project on Foster Street, what can the project do to provide additional screening measures to lessen the visual and noise impact on the homes*

*and rear yards of these homes along Foster Street? Can the project change from a 2-story home to a single-story home along the northern property line?*

**Response:** The developer has been in touch with and has met with individual property owners directly below the property along the northern property line. The developer is working with each owner individually to help add additional screening vegetation along each of their properties to help provide visual screening of the geogrid retaining wall and vinyl fencing along with helping to screen views from the 2nd floor of the proposed homes into the neighbors' rear yards as feasibly possible. To achieve the desired bedroom/bathroom count and square footage, the homes must be two-story and cannot be changed to single-story homes. The homes have been setback from the property line 14.5 ft to 18.7 ft and the windows to the various rooms along the rear of the homes (i.e. bedroom, bathroom) are sized for both egress requirements and for the architectural elevations. It is assumed the windows coverings/blinds will be installed in these rooms as well by the future owners. No decks or balconies will be allowed to be installed on any homes as restricted in the project CC&Rs. All future homeowners are subject to the City of Oceanside noise ordinance standards. Due to the vertical offset/elevation difference between the project site and the neighbors along the northern property line, there will be a nominal change in the reduction of noise from the use of a block wall versus vinyl fencing. Vinyl fencing will still help reduce the noise coming from the rear yards of the homes, however noise will still escape from all properties depending on the source of the noise and decibel level it emits.

**Comment:** *How is the project handling its drainage and will it address runoff that currently flows to the rear yards of the six (6) homes along the northern property line off Foster Street? How is the water to be held and conveyed to Grace Street and where does the drainage flow from there?*

**Response:**. All onsite drainage will be contained within the property boundary and will be conveyed via private storm drains or curb and gutter to the proposed curb inlets along the private street into the two (2) proposed storm water detention basins. From the two (2) basins, the water will be discharged into the existing curb and gutter via a D-25 curb outlet. The storm water from the two basins will flow south from the property in the existing curb and gutter and will cross Maxson Street via a cross gutter and continue down along Grace Street until Greenbrier Road where it will then enter the existing storm drain system.

Offsite water flowing onto the property from the two (2) adjacent eastern properties will be picked up in a new brow ditch and inlet along the eastern property line and will be conveyed via a private storm drain line in the rear yards of Lots 1-10 and out to the existing gutter on Grace Street via a sidewalk under drain.

**Comment:** *The City of Oceanside recently overlayed or slurry sealed Grace Street and the surrounding streets including Dixie Street, Maxson Street, Rainbow Lane, Saratoga Street, Foster Street, El Monte Drive, and Carey Road. A complaint was filed for a home on Saratoga Street where the City performed street work had resulted in the flooding of his home. Multiple owners of the Loma Alta neighborhood have stated that the area has existing drainage issues that the project could impact surrounding properties downstream from the project site. How is the project addressing this to avoid impacts to surrounding properties?*

**Response:** The developer has reached out to the Engineering, Public Works and Capital Improvement Program (CIP) Departments to discuss this issue that was raised at the 3/17/25 community meeting. The response received indicated that none of the departments were aware of any persistent drainage issue on the aforementioned streets surrounding the project site. No requests were received by the public works department regarding those streets and they were not aware of any flooding issues. One (1) complaint was received by the CIP department from a property owner on Saratoga Street after a slurry/overlay project was performed by the City in which the owner claimed that due to the overlay on the road, drainage was subsequently directed towards their property and which CIP ended up addressing with the owner directly. Otherwise, CIP is not aware of any other issues on any of the streets mentioned above related to drainage.

**Comment:** *The density of the project is too high and this type of development is not appropriate for the neighborhood and fewer homes should be built on this site as it does not fit in with the neighborhood or character of Loma Alta. The project should be proposed in another part of town where they want housing. The project should be moved to be off Maxon Street on the south side of the church property. Way too many vehicle trips will result from the number of proposed homes. Can the number of homes be lowered? How will the project be accessed?*

**Response:** As stated at the multiple meetings, the developer built the thirty-five (35) single home development called Dixie Village just down the street from the subject property on Dixie Street. The Dixie Village project had a resulting density of 9.63 du/ac. The Grace Street Development is proposing a density of 11.34 du/ac. This portion of the Loma Alta neighborhood is a mix of single-family homes and multi-family apartments, commercial, and other uses along the adjacent roadways. As such, there is mix of various housing types and densities in the surrounding areas and the proposed project is consistent with the neighborhood as they are proposed as single-family homes with private rear yards, two (2) stories in height, and at a density found consistent within other ranges in the immediate area. The church has elected to sell only the vacant grass lot and to retain the rest of the property for their continued use. As such, access to the homes must be off a private street entrance along Grace Street. Nineteen (19) single-family homes are estimated to generate 179 ADT and the project is located in a low VMT area. The number of homes cannot be decreased from the proposed nineteen (19) single family homes, which consists of sixteen (16) market rate, two (2) very low-income, and one (1) moderate income home as the project would become financially infeasible with the loss of units.

**Comment:** *What community benefit is the project providing? The project should provide a park/open space for the community.*

**Response:** The project will provide much-needed market rate, moderate income, and very low-income housing within the City of Oceanside. The project will be replacing and upsizing 387 LF of existing sewer on Dixie Street. The project will pay the required development impact fees, connection fees, and school fees for each home to the City of Oceanside and Oceanside Unified School District. The project will provide private open space for each of the individual homes. There is no space to provide a park for either the project or the community at large and still build the required nineteen (19) single-family homes.

**Comment:** *Traffic and speeding are big issues for this neighborhood. Cars now use roads in the neighborhood as a cut through. Speeding is prevalent from Canyon Drive and up through Carey Road, El Monte Drive, Foster Street, Saratoga Street, Maxon Street, and Grace Street. The project should be required to install traffic safety measures on these streets including speed humps and roundabouts. Canyon Road at Carey Road is an unsafe intersection to cross and speeding and accidents are common at this intersection. A signal, humps, or roundabout should be installed at this intersection to address this issue. What is the project going to do to address these safety concerns and make the neighborhood safe for children that will reside in this project given the number of bedrooms and being marketed to families along with other residents? Greenbrier Dr is slated to get speed humps so why can't the other streets get the same?*

**Response:** The developer has reached out to the City Traffic Engineer to discuss the issues that were raised at the multiple meetings. Regarding the intersection of Canyon Dr & Carey Road, the City of Oceanside has approved CIP 23-00024 and plans have been drawn for the construction of a new traffic signalized intersection that includes the installation of new traffic signal poles, conduit, and ADA ramps at the intersection. However, the required funding to allow construction to proceed has not been authorized by the City Council. Furthermore, funding will not be included in the upcoming 2025-2026 City budget but the community should continue to speak with Deputy Mayor Joyce who represents District #1 about funding the CIP in order to allow construction to proceed.

Regarding traffic calming measures on the aforementioned streets, the City has three criteria to evaluate street segments to determine if traffic calming measures like speed humps are warranted. First, there needs to be a quarter of a mile segment of road (around 1,320 ft) that is uninterrupted (no stops or signals, etc.). Second, the volume needs to be 1,000 vehicles in a 24-hour period or higher. Third, the critical speed needs to be 32 mph or above.

The City had initiated a study around two (2) years ago and looked at Dixie Street and Greenbrier Road. For Dixie Street, the results showed a volume of 480 vehicles with a critical speed of 28 mph. For Greenbrier Road, the results showed a volume of 2,125 vehicles with a critical speed of 33 mph. A petition has gone out to the residents on Greenbrier Road along the east/west portion of the road, just north of the golf course to determine their desire to install speed humps along this portion of the road.

As for Grace Street, Foster Street, El Monte Dr, Saratoga Street, Maxon Street, and Carey Road, an initial study and speed survey would not be warranted as these roads do not meet the first criteria mentioned above. However, the developer submitted a Traffic Request to the City Traffic Engineer to perform an initial evaluation on the roads to see if additional 3-way or all-way stops could be added along these streets to help address the speeding and safety concerns raised by the neighbors. This process would be studied by the City and if recommended a resolution would be generated for approval by the City Council and if approved would be installed by the City.

**Comment:** *Can you flip the hammerhead so that there are fewer homes along the northern property line?*

**Response:** There is no plan to or desire to flip the hammerhead from its current location. The current layout and placement of homes was designed around the hammerhead at this location. Although there would be one less home along the northern portion of the property if the hammerhead was to be flipped, the homes would need to have the rear yard setback currently proposed for Lots 11-19 which would be more impactful to the neighbors along the northern property line instead of having one additional home as currently shown.

**Comment:** *Will the project impact any birds/raptors in the surrounding tree or the single tree onsite?*

**Response:** A general biological survey was performed at the property which identified one tree on the site as an Australian silk-oak that will be removed as part of the grading for the project. This type of tree is not known as ideal or favored by raptors but might be for other bird species. An evaluation will be performed prior to the start of grading to make sure there are no active nests in the tree.

**Comment:** *Why is the church selling the property and how much are they selling it for? The church should be willing to take less money so that few homes can be built then what is proposed and be better stewards of the neighborhood given how long they have been there and will continue to be there.*

**Response:** The church is selling an unused portion of their property to raise funds to rehabilitate and install upgrades to the existing facilities onsite. The purchase price of the property will not be disclosed by the church. At this time, the purchase price is what was agreed to by the parties to the transaction and there is no desire to lower the price in order to allow fewer homes to be built.

**Comment:** *What is the status of the processing of the project? It seems like this meeting was held after already setting the project design and moving forward with the project regardless of neighborhood input and that these issues being raised will not be addressed.*

**Response:** The project just received its 2nd plan check comments in March 2025. It is working to address the outstanding planning, engineering, storm water, and survey comments and resubmit in April 2025 for the 3rd plan check. As indicated at the meeting, the project would attempt to address and make changes to the project if they were found to be reasonable and not detrimental to the project design or which would result in the loss of units. Additional measures outside of the project limits and scope of work such as traffic measures within the public right-of-way on adjacent streets would fall to the City of Oceanside to handle separate from the project approvals.

February 25, 2025

Dear Neighbor:

You may have seen the Notice of Project Application sign posted onsite or be aware that there is a pending application for a proposed nineteen (19) lot single-family development on the northern grass field portion of the existing First Baptist Church property located at 240 Grace Street. The application on file with the City of Oceanside is for a Tentative Map and Development Plan with Density Bonus to subdivide approximately 1.675-acres of the First Baptist Church property that currently contains a grass field and asphalt parking lot. Two (2) storm water biofiltration lots and one (1) private street lot shall be created in addition to the nineteen (19) single-family lots. The existing church, accessory buildings, and parking lot are to remain.

A Density Bonus is being requested as part of the project application. The project is proposing to utilize State Density Bonus Law to allow for a density increase over the maximum allowable residential density allowance under the applicable land use and zoning designations. The recently amended AB 1287 shall be utilized to allow for a "stacked" (or second) density bonus for the project to construct the proposed nineteen (19) single-family homes. The project will provide additional single-family housing options for the community which shall include two (2) homes designated as affordable housing at the very low-income level and one (1) home designated as affordable housing at the moderate-income level. The development plan and single-family residential architecture are carefully designed to complement the site surroundings, provide safe access, and respect neighborhood character.

The proposed single-family homes are designed as two-story residences with attached two car garages. The project shall consist of twin homes or attached single-family homes (18 homes total) and one (1) detached single family home. The twin home is a structure consisting of two dwelling units attached by a common wall with each unit constructed on a legally subdivided lot and attached to its companion unit on the common property line.

Four (4) floor plan layouts are incorporated for the market rate homes, and two (2) floor plans are proposed for the two (2) very low-income and one (1) moderate income home. The buildings shall consist of multiple Spanish and Craftsman style elevations along with multiple color schemes to ensure an interesting street scene both along the project frontage and internally. The square footage of the market rate homes ranges from 1,651 SF to 2,086 SF and the three (3) affordable homes range from 1,487 SF to 1,651 SF. The proposed buildings along with the selection of architectural features, the types and varying use of color and materials on the homes were all key aspects in the architecture and should provide a distinct look on all sides of the homes. Additionally, the homes proposed provide a varied project containing a mix of three (3) and four (4) bedrooms allowing the product to reach a wider marketplace and address current residential buyers' preferences and needs.

The proposed private street will provide direct access to the proposed homes, the proposed hammerhead emergency turnaround, and the three (3) parking spaces proposed onsite. Each home will have a private two-car garage and a gated private rear/side yard. AC condensers shall be installed within the rear yard to service each home. Access to each home shall be from the proposed street for the project and the proposed four (4) foot sidewalk on the south side of the street. Each home shall utilize

individual trash, recycling, and green waste bins that are to be stored in either the garage or side yard of each home. Three (3) proposed parking spaces provided on site shall consist of one (1) USPS parking space and two (2) guest parking spaces. Additional guest parking is permitted along Grace Street for future owners along with the Preferential Parking Permit Program approved on Grace Street per City Council Resolution # 05-R0722-1. The availability of this program is not being used to meet the required parking requirements for the project. This is purely informational and will be up to the future owners/residents if they elect to secure a permit from the City of Oceanside for their future use if needed.

A combination of ground cover, shrubs, accent plants, and trees are proposed for the project. Planting shall comply with the City of Oceanside Landscape Design Manual and street tree requirements along Grace Street. The front yard landscape shall be maintained by the future owners of the individual lots. The proposed landscaping has been selected to complement the project and to blend with the proposed architectural style of the buildings. The project will provide a landscape parkway along Grace Street and will take great care in the selection of the trees, ground cover and shrubs within this area. The two (2) stormwater biofiltration lots shall contain ground cover, shrubs, and accent plants as permitted by the stormwater regulations as well. Both areas will be maintained by the future HOA.

We are sending this letter to provide you with specific information about the project and have included a locator map and overall site map along with the following Dropbox link where you will be able to access electronic copies in PDF form of the project plans:

https://www.dropbox.com/scl/fo/mct0bx2kg2k922k9irw3l/AK8YaGD6SA6gsdAt7dR4nyY?rlkey=kuzqkco2ccnnpljr99qllns36&dl=0

Applicant:
Hallmark Development Corp.
Sean Santa Cruz- Vice President
740 Lomas Santa Fe Dr Ste 204
Solana Beach, CA 92075
ssantacruz@hallmarkcommunities.com
(858) 481-3310 x108

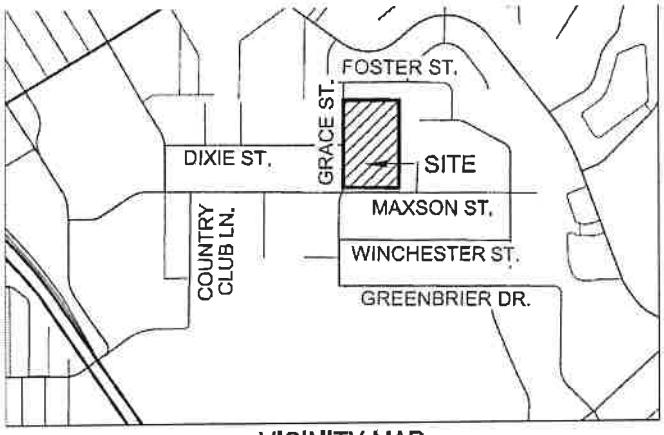
City of Oceanside:
Dane Thompson
Associate Planner
300 North Coast Highway
Oceanside, CA 92054
dthompson@oceansideca.org
(760) 435-3562

The project is currently being reviewed by City staff and will ultimately be considered at a public hearing by the Oceanside Planning Commission later this year, which you will be informed of in a formal notice sent out by the City with the date and time of the hearing. Currently, we are inviting you to attend a neighborhood meeting at the First Baptist Church on March 17, 2025 at 5:30 pm where we plan to discuss the project with the community. If you are unable to attend the meeting and wish to comment on the proposed project, we ask you please provide those comments via email within 30 days of receiving this letter. We appreciate you taking the time to review our proposed project and providing any feedback and comments you may have on the development.

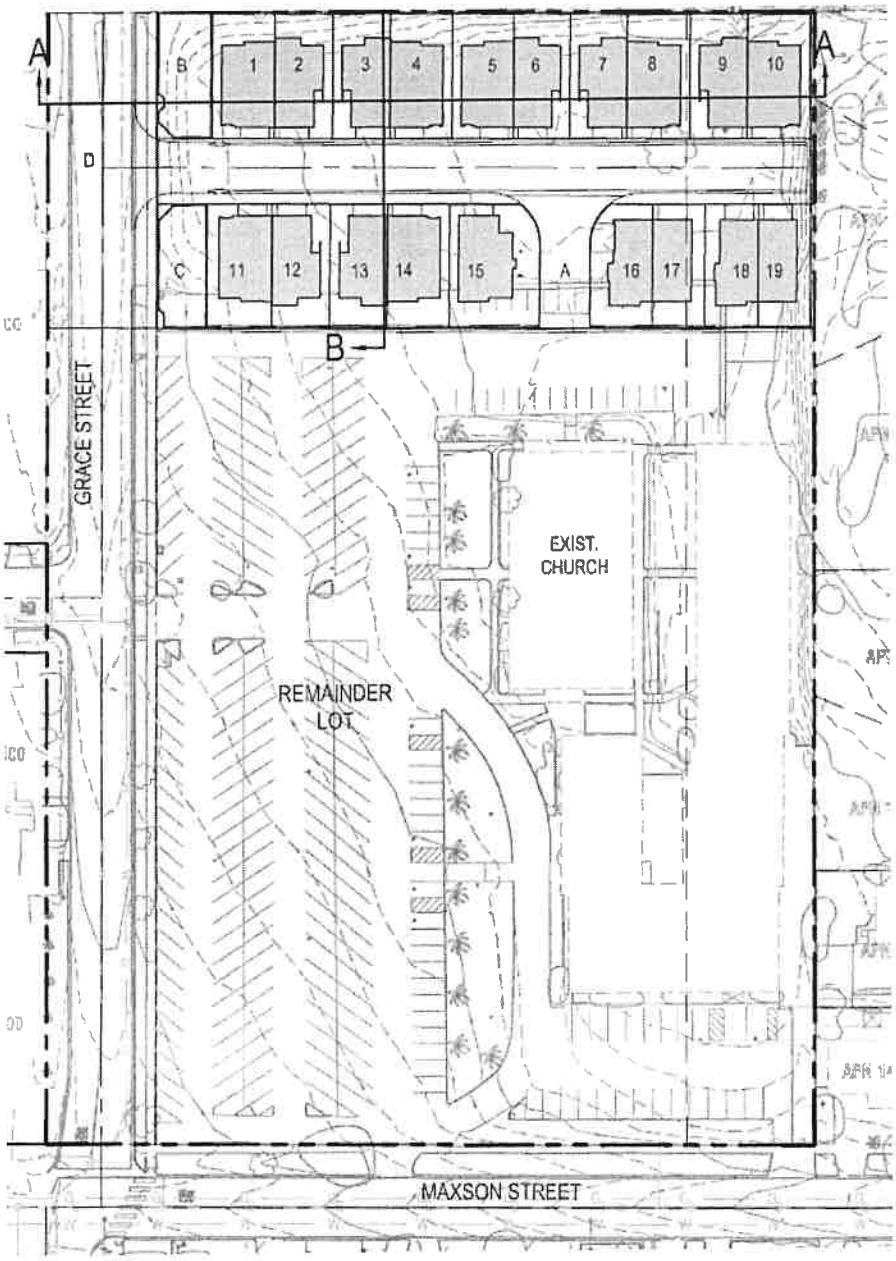
Thank you.

Sean Santa Cruz

Vice President Planning & Development




VICINITY MAP



ONSITE MEETING: 2/8/25

DANE ESLINGER - 2146 FOSTER ST.
RICK KRATCOSKI 2110 Foster
Jim Stewart 2155 El Monte Dr.

DAVE LINDSEY 2139 FOSTER

MARK GLEASON 2143 FOSTER
Jeremy Partch 2138 Foster

Jeremy Sona 2134 Foster

Chris Aga 2167 Foster

SIGN IN SHEET FOR GRACE STREET DEVELOPMENT NEIGHBORHOOD MEETING MARCH 17, 2025

| | NAME (PRINT PLEASE) | ADDRESS | PHONE/EMAIL (OPTIONAL) |
|---|---|---|---|
| * 1 | Kara Reynolds | 2155 Foster St | 858-472-5616 |
| 2 | CLIFFORD CHANCO | 1845 DIXIE ST | 760-525-8155 (DIXIE) |
| 3 | MARY ELLEN CHANCO | " | " |
| 4 | STAN KING | 349 GRACE ST | |
| 5 | Melodee Hufford | 2109 Maxson | 760-433-2109 |
| 6 | ROGER HUFFERD | 2109 MAXSON ST | 760-433-2109 |
| * 7 | Alex Reynolds | 2155 Foster St | 858-401-9204 |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

* bike,

| | NAME (PRINT PLEASE) | ADDRESS | PHONE/EMAIL (OPTIONAL) |
|---|---|---|---|
| 37 | Ingrid Mota | 2151 Foster St OC CA 92054 | 760 978-0898 |
| 38 | Alexis Tucker Sade | 2310 Saratoga St 92054 | |
| 40 | Christine Myers | 334 Grace. | 916-396-4686 |
| 41 | Bryan Cannon | 334 Grace | |
| 42 | Jim Stewart | 2155 El Monte | 650 274 9655 |
| 43 | John Robbins | 2304 Maxson St. | 760-828-5352 |
| 44 | Nick Ruiz | 2721 Maxson St. | 760-715-5928 |
| 45 | Leslie Davis | 2015 Winchester St | 760.880.7350 |
| 46 | ~~Randy Tooker~~ | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| 50 | | | |

| | NAME (PRINT PLEASE) | ADDRESS | PHONE/EMAIL (OPTIONAL) |
|---|---|---|---|
| 17 | | | |
| 18 | GLEN & SUE MILLS | 2420 SARATOGA ST | 760-613-2773 |
| 19 | Art CEEDALE | 4861 Glenhaven Dr | 760-420-4090 |
| 20 | LEE BICKFORD | 1223 POMANI CT | 760-522-2738 |
| | DAVE LINDSEY | 2139 FOSTER ST | 760448-0194 |
| 22 | MARK GLEASON | 2143 FOSTER ST | 760.519-6516 |
| 23 | MIKE GLEASON | 2143 FOSTER ST | 760.519-6506 |
| 24 | Carmen Stoll | 2201 Saratoga St. | |
| 25 | Chuck Hall | 1914 Raymond Ln. | |
| 26 | Cory James | 2023 Maxson street | 619 623 2395 |
| 27 | JOSH Robinson | 2159 FOSTER ST. | 760-712-8327 |
| 28 | MATT ELLIOTT | 2007 MAXSON ST | 760-672-1270 |
| 29 | Holly Sorensen | 2121 Maxson ST | 760-704-7428 |
| 30 | RHONDA Tooker | 2408 Saratoga | 949.279.1397 |
| 32 | Randy Tooker | " " | 949.279.1396 |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |

# Application for Discretionary Permit

Development Services Department / Planning Division
(760) 435-3520
Oceanside Civic Center 300 North Coast Highway
Oceanside, California 92054-2885

| STAFF USE ONLY | |
|---|---|
| ACCEPTED | BY |

**Please Print or Type All Information**

| HEARING | |
|---|---|
| GPA | |
| MASTER/SP.PLAN | |
| ZONE CH. | |
| TENT. MAP | |
| PAR. MAP | |
| DEV. PL. | |
| C.U.P. | |
| VARIANCE | |
| COASTAL | |
| O.H.P.A.C. | |

## PART I – APPLICANT INFORMATION

| 1. APPLICANT | 2. STATUS |
|---|---|
| Hallmark Development Corp. | Applicant |
| **3. ADDRESS** | **4. PHONE/FAX/E-mail** |
| 740 Lomas Santa Fe Dr Ste 204<br>Solana Beach, CA 92075 | 858-481-3310 X 108<br>858-481-6325 Fax |

5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing)
Sean Santa Cruz VP Planning & Development

| 6. ADDRESS | 7. PHONE/FAX/E-mail |
|---|---|
| 740 Lomas Santa Fe Dr Ste 204<br>Solana Beach, CA 92075 | 858-481-3310 X 108<br>858-481-6325 Fax<br>ssantacruz@hallmarkcommunities.com |

## PART II – PROPERTY DESCRIPTION

8. LOCATION
240 Grace Street

9. SIZE
Portion of existing lot totaling 1.~~67~~ 675 approx Gross Acres (1.~~43~~ 435 Net Acres approx)

| 10. GENERAL PLAN | 11. ZONING | 12. LAND USE | 13. ASSESSOR'S PARCEL NUMBER |
|---|---|---|---|
| SFD-R | Exist: Civic/Public (PS)<br>Applicable: RS Zoning Standards | SFD-R | 148-320-42-00 |

| 14. LATITUDE | 15. LONGITUDE |
|---|---|
| 33*12'05.0"N | 117*21'39.9" W |

## PART III – PROJECT DESCRIPTION

16. GENERAL PROJECT DESCRIPTION
Tentative Map, Development Plan, Density Bonus & SB330 Application for nineteen (19) single family homes. See Description & Justification for additional information.

| 17. PROPOSED GENERAL PLAN | 18. PROPOSED ZONING | 19. PROPOSED LAND USE | 20. NO. UNITS | 21. DENSITY |
|---|---|---|---|---|
| SFD-R | ~~RS Zoning~~ PS | SFD-R | 19 | 11.~~38~~ 34 du/ac |

| 22. BUILDING SIZE | 23. PARKING SPACES | 24. % LANDSCAPE | 25. % LOT COVERAGE or FAR |
|---|---|---|---|
| 1,487 SF to 2,086 SF | 38- 2 car garages<br>3- Open Spaces | 36% | Varies 39%-58% |

## PART IV – ATTACHMENTS

| | | | | | |
|---|---|---|---|---|---|
| X | 26. DESCRIPTION/JUSTIFICATION | X | 27. LEGAL DESCRIPTION | X | 28. TITLE REPORT |
| X | 29. NOTIFICATION MAP & LABELS | X | 30. ENVIRONMENTAL INFO FORM | X | 31. PLOT PLANS |
| X | 32. FLOOR PLANS AND ELEVATIONS | | 33. CERTIFICATION OF POSTING | X | 34. OTHER (See attachment for required reports) |

## PART V – SIGNATURES

SIGNATURES FROM ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGAES AS NECESSARY).

| 35. APPLICANT OR REPRESENTATIVE (Print): | 36. DATE | 37. OWNER (Print) | 38. DATE |
|---|---|---|---|
| Hallmark Development Corp.<br>Sean Santa Cruz VP | 11/8/24 | First Baptist Church of Oceanside, Inc., a California non-profit corporation<br>Arthur Leedale CEO | 8 Nov 24 |
| Sign: Sean Santa Cruz | | Sign: Arthur Leedale | |

- **I DECLARE UNDER PENALTYOF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT. FURTHER, I UNDERSTANDING THAT SUBMITTING FALSE STATEMENTS OR INFORMATION IN THIS APPLICATION MAY CONSTITUTE FRAUD, PUNISHABLE IN CIVIL AND CRIMINAL PROCEEDINGS.**
- **I HAVE READ AND AGREE TO ABIDE BY THE CITY OF OCEANSIDE DEVELOPMENT SERVICES DEPARTMENT AND ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT POLICY NO. 2011-01/POLICY AND PROCEDURE FOR DEVELOPMENT DEPOSIT ACCOUNT ADMINISTRATION.**

# HOUSING CRISIS ACT of 2019 – SB 330

# PRELIMINARY APPLICATION FORM

## PURPOSE

This form serves as the preliminary application for housing development projects seeking vesting rights pursuant to SB 330, the Housing Crisis Act of 2019.

## GENERAL INFORMATION

An applicant for a housing development project that includes (1) residential units (2) a mix of commercial and residential uses with two-thirds of the project's square footage used for residential purposes; or (3) transitional or supportive housing, shall be deemed to have submitted a preliminary application upon provision of all of the information listed in this Preliminary Application form and payment of the permit processing fee to the agency from which approval for the project is being sought.

After submitting this Preliminary Application to the local agency, an applicant has 180 days to submit a full application or the Preliminary Application will expire.

**Submittal Date Stamp*[1,2]:**

*[1]Submittal of all the information listed and payment of the permit processing fee freezes fees and development standards as of this date, unless exceptions per Government Code § 65889.5(o) are triggered.

*[2]Note: Record keeping pertaining to which standards and fees apply at date of submittal is imperative, as **penalties may apply for imposing incorrect standards**

Notes:

1. California Environmental Quality Act (CEQA) and Coastal Act standards apply.
2. After submittal of all of the information required, if the development proponent revises the project to change the number of residential units or square footage of construction changes by 20 percent or more, excluding any increase resulting from Density Bonus Law, the development proponent must resubmit the required information so that it reflects the revisions.

## SITE INFORMATION

1. **PROJECT LOCATION** - The specific location, including parcel numbers, a legal description, and site address, if applicable.

   Street Address 240 Grace Street Unit/Space Number _____

   Legal Description (Lot, Block, Tract) Attached? YES ☑ NO ☐

   All of Lot 4 and the Southwesterly 69.90 feet of Lot 3 of MAXSON AND GRIFFINS SUBDIVISION, in the City of Oceanside, County of San Diego, State of California, according to the Map thereof No. 433 filed in the office of the County Recorder of said San Diego County, December 29, 1887.

   Assessor Parcel Number(s) 148-320-42-00

2. **EXISTING USES -** The existing uses on the project site and identification of major physical alterations to the property on which the project is to be located.

   The site currently consists of multiple buildings that include an existing church, offices, classrooms, grass lot, and parking lot. The multiple buildings and parking lot are to remain while the grass lot and a portion of the existing parking lot on the northern portion of the property will be developed with single family homes.

3. **SITE PLAN -** A site plan showing the building(s) location on the property and approximate square footage of each building that is to be occupied.

   Attached? YES ☑ NO ☐

4. **ELEVATIONS -** Elevations showing design, color, material, and the massing and height of each building that is to be occupied.

   Attached? YES ☑ NO ☐

5. **PROPOSED USES** - The proposed land uses by number of units and square feet of residential and nonresidential development using the categories in the applicable zoning ordinance.

   The project shall construct nine (9) Two Unit- Conventional (TU-C) single family attached dwellings (18 lots/homes total) and one (1) single family detached dwelling/lot for a total of 19 single family homes. The Two Unit – Conventional (TU-C) is a structure consisting of two dwelling units attached by a common wall with each unit constructed on a legally subdivided lot and attached to its companion unit on the common property line

   Plan 1: 1,752 SF (7 each)
   Plan 2: 2,059 SF (7 each)
   Plan 3: 1,487 SF (2 very-low income homes)
   Plan 4: 1,651 SF (1 market rate and 1 moderate income home)
   Plan 5: 2,086 SF (1 each)

a. **RESIDENTIAL DWELLING UNIT COUNT:**

Please indicate the number of dwelling units proposed, including a breakdown of levels by affordability, set by each income category.

| | Number of Units |
|---|---|
| Market Rate | 16 |
| Managers Unit(s) – Market Rate | 0 |
| Extremely Low Income | 0 |
| Very Low Income | 2 |
| Low Income | 0 |
| Moderate Income | 1 |
| Total No. of Units | 19 |
| Total No. of Affordable Units | 3 |
| Total No. of Density Bonus Units | 9 |

Other notes on units:

Proposed units are 3-4 bedroom with 2.5 baths, 2-stories, and 2 car private garages with private rear yards

6. **FLOOR AREA** - Provide the proposed floor area and square footage of residential and nonresidential development, by building (attach relevant information by building and totals here):

| | **Residential** | **Nonresidential** | **Total** |
|---|---|---|---|
| **Floor Area (Zoning)** | 35,039 SF | 0 | 35,039 |
| **Square Footage of Construction** | 35,039 SF | 0 | 35,039 |

7. **PARKING -** The proposed number of parking spaces:

38 private 2 car garage spaces; Open Spaces: 1 USPS Space; 2 Visitor

8. **AFFORDABLE HOUSING INCENTIVES, WAIVERS, CONCESSIONS and PARKING REDUCTIONS** - Will the project proponent seek Density Bonus incentives, waivers, concessions, or parking reductions pursuant to California Government Code Section 65915?

YES ☑ NO ☐

If "YES," please describe:

SEE DESCRIPTION + JUSTIFICATION DENSITY BONUS ADDENDUM FOR ALL ITEMS

9. **SUBDIVISION** – Will the project proponent seek any approvals under the Subdivision Map Act, including, but not limited to, a parcel map, a vesting or tentative map, or a condominium map?

YES ☑ NO ☐

If "YES," please describe:

THE PROJECT SEEKS APPROVAL OF A TENTATIVE SUBDIVISION MAP.

10. **POLLUTANTS** – Are there any proposed point sources of air or water pollutants?

YES ☐ NO ☑

If "YES," please describe:

11. **EXISTING SITE CONDITIONS** – Provide the number of existing residential units on the project site that will be demolished and whether each existing unit is occupied or unoccupied. Provide attachment, if needed.

| | Occupied Residential Units | Unoccupied Residential Units | Total Residential Units |
|---|---|---|---|
| **Existing** | 0 | 0 | 0 |
| **To Be Demolished** | 0 | 0 | 0 |

12. **ADDITIONAL SITE CONDITIONS** –

a. Whether a portion of the property is located within any of the following:

i. A very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection, pursuant to Section 51178?

YES ☐ NO ☑

ii. Wetlands, as defined in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993)?

YES ☐ NO ☑

iii. A hazardous waste site that is listed pursuant to Section 65962.5, or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to Section 25356 of the Health and Safety Code?

YES ☐ NO ☑

iv. A special flood hazard area subject to inundation by the 1 percent annual chance flood (100-year flood) as determined by any official maps published by the Federal Emergency Management Agency?

YES ☐ NO ☑

v. A delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law (Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code), and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2?

YES ☐ NO ☑

vi. A stream or other resource that may be subject to a streambed alteration agreement pursuant to Chapter 6 (commencing with Section 1600) of Division 2 of the Fish and Game Code?

YES ☐ NO ☑

If "YES" to any, please describe:

b. Does the project site contain historic and/or cultural resources?

YES ☐ NO ☑

If "YES," please describe:

c. Does the project site contain any species of special concern?

YES ☐ NO ☑

If "YES," please describe:

d. Does the project site contain any recorded public easement, such as easements for storm drains, water lines, and other public rights of way?

YES ☑ NO ☐

If "YES," please describe:

An easement to City of Oceanside for public highway and incidental purposes recorded October 18, 1956 as Instrument No. 147259 in Book 6305, Page 242 of Official Records

e. Does the project site contain a stream or other resource that may be subject to a streambed alteration agreement pursuant to Chapter 6 (commencing with Section 1600) of Division 2 of the Fish and Game Code? Provide an aerial site photograph showing existing site conditions of environmental site features that would be subject to regulations by a public agency, including creeks and wetlands.

YES ☐ NO ☑

If "YES," please describe and depict in attached site map:

13. **COASTAL ZONE -** For housing development projects proposed to be located within the coastal zone, whether any portion of the property contains any of the following:

a. Wetlands, as defined in subdivision (b) of Section 13577 of Title 14 of the California Code of Regulations.

YES ☐ NO ☐

b. Environmentally sensitive habitat areas, as defined in Section 30240 of the Public Resources Code.

YES ☐ NO ☐

c. A tsunami run-up zone. YES ☐ NO ☐

d. Use of the site for public access to or along the coast. YES ☐ NO ☐

14. **PROJECT TEAM INFORMATION -** The applicant's contact information and, if the applicant does not own the property, consent from the property owner to submit the application.

**Applicant's Name** Sean Santa Cruz

Company/Firm Hallmark Development Corp.

Address 740 Lomas Santa Fe Dr Unit/Space Number Ste 204

City Solana Beach State CA Zip Code 92075

Telephone 858-481-3310 x108 Email ssantacruz@hallmarkcommunities.com

Are you in escrow to purchase the property? YES ☑ NO ☐

**Property Owner of Record** ☐ Same as applicant ☑ Different from applicant

Name (if different from applicant) First Baptist Church of Oceanside, Inc.

Address 240 Grace Street Unit/Space Number _____

City Oceanside State CA Zip Code 92054

Telephone 760-433-8233 Email office@fbcoside.org

**Optional: Agent/Representative Name** _____

Company/Firm _____

Address _____ Unit/Space Number _____

City _____ State _____ Zip Code _____

Telephone _____ Email _____

**Optional: Other** (Specify Architect, Engineer, CEQA Consultant, etc.) _____

Name _____

Company/Firm _____

Address _____ Unit/Space Number _____

City _____ State _____ Zip Code _____

Telephone _____ Email _____

Primary Contact for Project: ☐ Owner ☑ Applicant ☐ Agent/Representative ☐ Other

## PROPERTY OWNER AFFIDAVIT

Before the application can be accepted, the owner of each property involved must provide a signature to verify the Preliminary Application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer or County Assessor. In the case of partnerships, corporations, LLCs or trusts, the agent for service of process or an officer of the ownership entity so authorized may sign as stipulated below.

- **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC or trust, a disclosure identifying the agent for service or process or an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25 percent interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
- **Letter of Authorization (LOA).** A LOA from a property owner granting someone else permission to sign the Preliminary Application form may be provided if the property is owned by a partnership, corporation, LLC or trust, or in rare circumstances when an individual property owner is unable to sign the Preliminary Application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized to file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items 1-3 below. In the case of partnerships, corporations, LLCs or trusts, the LOA must be signed by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
- **Grant Deed.** Provide Copy of the Grant Deed if the ownership of the property does not match local records. The Deed must correspond exactly with the ownership listed on the application.
- **Multiple Owners.** If the property is owned by more than one individual (e.g., John and Jane Doe, or Mary Smith and Mark Jones) signatures are required of all owners.

1. I hereby certify that I am the owner of record of the herein previously described property located in City of Oceanside which is involved in this Preliminary Application, or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC, or trust as evidenced by the documents attached hereto.
2. I hereby consent to the filing of this Preliminary Application on my property for processing by the Department of Planning in the City of Oceanside for the sole purpose of vesting the proposed housing project subject to the Planning and Zoning ordinances, policies, and standards adopted and in effect on the date that this Preliminary Application is deemed complete.
3. Further, I understand that this Preliminary Application will be terminated and vesting will be forfeited if the housing development project is revised such that the number of residential units or square footage of construction increases or decreases by 20 percent or more, exclusive of any increase resulting from the receipt of a density bonus, incentive, concession, waiver, or similar provision, and/or an application requesting approval of an entitlement is not filed with City of Oceanside within 180 days of the date that the Preliminary Application is deemed complete.
4. By my signature below, I certify that the foregoing statements are true and correct.

| | | | |
|---|---|---|---|
| Signature | Arthur Leedale | Signature | |
| Printed Name | Arthur Leedale CEO | Printed Name | |
| Date | 14 Nov 24 | Date | |

# GRACE STREET DEVELOPMENT

## DESCRIPTION AND JUSTIFICATION

## TENTATIVE MAP, DEVELOPMENT PLAN, WITH DENSITY BONUS

**(T24-00005; D24-00016; DB24-00007)**


APPLICANT: HALLMARK DEVELOPMENT CORP.

Attn: Sean Santa Cruz

740 Lomas Santa Fe Drive Suite 204

Solana Beach, CA 92075

858-481-3310 x108

858-481-6325 Fax

ssantacruz@hallmarkcommunities.com


DATE 5/28/25 (Final)

## Introduction

This application presents a Development Plan for a single-family residential project which will develop nineteen (19) new single-family homes on the grass lot portion of the existing church property utilizing density bonus provisions for the project per state density bonus law ("SDBL"). The proposal also includes a Tentative Tract Map that proposes the subdivision of a portion of the lot to create nineteen (19) individual lots for the proposed single-family homes, four (4) lettered lots (for private street, two (2) biofiltration basins, and Grace Street) and one (1) remainder lot. The property consists of one existing legal lot totaling 5.996 acres. The application is only for the northerly grass lot portion of the property consisting of approximately 1.675 gross acres (1.435 net developable). The remaining 4.321 gross acres of the property will be the remainder lot and will be created via a final map and be retained by the existing owner.

The property is located at 240 Grace Street (APN 148-320-42-00). The property has a current General Plan land use designation of SFD-R (Single Family Detached Residential) under the current land use plan and a zoning designation of Public/Semi-Public (PS). The proposed application shall be processed under the existing RS District provisions that are applicable to the adopted land use of SFD-R which shall allow for a density of 3.6 du/ac to 5.9 du/ac including additional density afforded through Density Bonus Law. The PS Zoning District may be applied with the SFD-R Land Use Element designation if found consistent with that designated land use and surrounding land uses. Development would be guided by the RS District provisions provided in Article 10 of the Zoning Ordinance. The project shall construct Two Unit- Conventional (TU-C) single family attached dwellings and a Single Unit- Conventional (SU-C) single family detached dwelling.

The site currently consists of multiple buildings that include an existing church, offices, classrooms, grass lot, and parking lot. The property is surrounded by single-family homes to the North, single-family homes to the South, single-family homes to the East, and single-family homes, rowhomes, and a church to the West. The project is in the Loma Alta neighborhood.

The surrounding land uses include the following:

| LOCATION | ZONING | LAND USE |
|---|---|---|
| Proposed Zoning | PS | SFD-R |
| North of Subject Property | RS | SFD-R |
| East of Subject Property | RS | SFD-R |
| South of Subject Property | RS | SFD-R |
| West of Subject Property | PS & RS | SFD-R |

A Density Bonus is being requested as part of the project application. The project is proposing to utilize SDBL to allow for a density increase over the maximum allowable residential density allowance under the applicable RS zoning district. The recently amended AB

1287 shall be utilized to allow for a “stacked” (or second) density bonus for the project to construct the proposed nineteen (19) single-family homes as outlined in the density bonus section below.

The project will provide additional single-family housing options for the community which shall include two (2) homes designated as affordable housing at the very low-income level and one (1) home designated as affordable housing at the moderate-income level. The development plan and single-family residential architecture are carefully designed to complement the site surroundings, provide safe access, and respect neighborhood character.

**TENTATIVE TRACT MAP**

The Tentative Tract Map proposes the subdivision of a portion of the lot to create nineteen (19) individual lots for the proposed single-family homes, four (4) lettered lots (for private street, two (2) biofiltration basins, and Grace Street) and one (1) remainder lot.

The project site fronts Grace Street. There will be a singular access driveway from Grace Street to provide access to homes via a twenty-eight (28) foot wide private street. One (1) USPS parking space, and two (2) guest parking spaces have been provided in addition to the private 2-car garages for each of the nineteen (19) homes. A hammerhead turnaround is provided for emergency services within the project as well.

Drainage for the site shall be handled by a combination of private storm drains and area drains, D-25 curb outlets, D-27 sidewalk underdrains, biofiltration basins, rolled curb, ribbon gutter, and a green street raingarden BMP along Grace Street. Frontage improvements include the following:

**Grace Street Improvements:**

As outlined in the Density Bonus Addendum section, the project will use one of its incentives/concessions to alleviate frontage improvements requiring full curb and gutter replacement, sidewalk replacement, street evaluation testing (coring), and either full depth pavement replacement, slurry seal, or grind and overlay along Grace Street. However, sidewalk panels will be replaced if found to not be ADA compliant along the project frontage on Grace Street.

The adjacent driveway to the First Baptist Church will remain but the driveway apron will be reconstructed to allow for a 1-way (14’ min) exit only driveway for the church property (i.e. remainder lot). Additional signage and pavement legends will be added to reflect the change to a 1-way exit only driveway. Three (3) 2-way driveway entrances currently exist for access to the church along Grace Street and Maxon Street.

Two (2) new D-25 curb outlets shall be installed to discharge the drainage from the two (2) biofiltration basins. Two (2) D-27 sidewalk underdrains shall discharge offsite bypass water

from the east that is to be collected in the proposed brow ditch along the eastern property line. The drainage along the property frontage on Grace Street currently flows south via the existing curb & gutter down to Maxson Street where it is conveyed via a ribbon gutter across the intersection and continues to drain down Grace Street until it reaches the existing storm drain system on Greenbrier Dr. A green street raingarden BMP along the project frontage is proposed to treat areas that cannot be captured in the biofiltration basins since the site will need to be raised in order to treat, store, and discharge the storm water into the existing curb and gutter on Grace Street.

A new 8" PVC public water main shall be installed to service the project and connect to the existing 8" AC-1961 (W-01885) water main in Grace Street. The new water main shall be extended into the project and the following items shall be installed off the new main within the project: 1) Nineteen (19) 1" domestic water meters w/1" water services (Note: Meter size has been increased at the direction of Water Utilities to accommodate fire sprinkler requirements but connection and SDCWA authority fees to be paid at the 5/8" meter rate per the approved Water Study); 2) One (1) ¾" irrigation water meter w/1" irrigation service & backflow; and 3) One (1) Fire Hydrant. An NFPA 13-D fire sprinkler system shall be installed on each home through the proposed domestic water meters and a passive purge system installed for system protection as well.

There is no existing sewer within Grace Street along the project frontage. As such, the project shall install a new 8" PVC sewer main to service the project which will connect to the existing 6" VCP in Dixie Street. The project will upsize the existing 387 LF of 6" VCP pipe to 8" PVC pipe to comply with current Oceanside standards in Dixie Street. Additional manholes shall be installed on Grace Street and Dixie Street and within the private internal road servicing the project. The existing manhole on Dixie Street where the connection of the new 8" PVC is to be made will be lined as required by the Utilities Department. Individual sewer laterals shall be installed to service each of the nineteen (19) homes.

The project will elect to pay an in-lieu fee rather than constructing a public recycled water system in accordance with the City of Oceanside Ordinance No. 14-OR0565-1 since the project is more than 75 feet from an existing or planned recycled waterline.

The project has been classified as a Priority Development Project (Major) regarding Storm Water Priority and all required treatment measures per the proposed SWQMP are proposed to be installed throughout the project which include but are not limited to private area drains, D-25 curb outlets, D-27 sidewalk underdrains, biofiltration basins, rolled curb, ribbon gutter, and a green street raingarden BMP along Grace Street.

Electric, cable, and telephone service will be extended to the project from the existing source pole located at the corner of Grace Street and Foster Street. New transformers and pedestals shall be installed within Grace Street right-of-way and within the project to provide

service to each of the homes. No gas service is to be provided for the project as each will have solar panels installed to provide electrical service for each home.

**DEVELOPMENT PLAN:**

The Grace Street development consists of nineteen (19) individual lots for the proposed single-family homes, four (4) lettered lots (for private street, two (2) biofiltration basins, and Grace Street) and one (1) remainder lot. The proposed single-family homes are designed as two-story residences with attached two car garages. The project shall consist of twin homes or attached single-family homes (18 homes total) and one (1) detached single family home. The twin home is a structure consisting of two dwelling units attached by a common wall with each unit constructed on a legally subdivided lot and attached to its companion unit on the common property line.

The proposed private street will provide direct access to the proposed homes, the proposed hammerhead emergency turnaround, and the three (3) parking spaces proposed onsite. Each home will have a private two-car garage and a gated private rear/side yard. AC condensers shall be installed within the rear yard to service each home. Access to each home shall be from the proposed street for the project and the proposed four (4) foot sidewalk on the south side of the private street. Each home shall utilize individual trash, recycling, and green waste bins that are to be stored in either the garage or side yard of each home. Two (2) CBU mailboxes shall be installed for the project. The three (3) proposed parking spaces provided on site shall consist of one (1) USPS parking space and two (2) guest parking spaces. Additional parking is permitted along Grace Street along with the Preferential Parking Permit Program approved on Grace Street per City Council Resolution # 05-R0722-1, however the availability of this parking is not being counted towards meeting the parking requirements for the project.

**ARCHITECTURE:**

The proposed single-family homes are designed as two-story residences with attached two car garages. Four (4) floor plan layouts are incorporated for the market rate homes, and two (2) floor plans are proposed for the two (2) very low-income and one (1) moderate income home. The buildings shall consist of multiple Spanish and Craftsman style elevations along with multiple color schemes to ensure an interesting street scene both along the project frontage and internally. The proposed buildings along with the selection of architectural features, the types and varying use of color and materials on the homes were all key aspects in the architecture and should provide a distinct look on all sides of the homes. Additionally, the homes proposed provide a varied project containing a mix of three (3) and four (4) bedrooms allowing the product to reach a wider marketplace and address current residential buyers' preferences and needs.

The elevations are detailed with popouts, siding, stucco details, varied window sizes and trims. In addition, the architect has used differing color schemes and textures on elevations to create a unique design complimentary to each elevation style on all sides of the homes. Building

materials utilized by the project include stucco, vertical & horizontal siding, stone and brick veneer, trim, fascia, shutters, outlookers, wrought iron details, decorative tile, and flat and low profile S-type concrete tile roofs. Roofs shall consist of both hip and gable design.

The floor plans are proposed for the project are as follows:

**Unit Mix:**

| PLAN | UNIT SIZE | # OF UNITS | BED/BATH/GARAGE | LOT # |
|---|---|---|---|---|
| 1 (Market) | 1,752 SF | 7 | 3 Bed/2.5 Bath 2-Car Garage | 2,3,6,7,9,12,13 |
| 2 (Market) | 2,059 SF | 7 | 4 Bed/2.5 Bath 2-Car Garage | 1,4,5,8,10,11,14 |
| 3 (Very Low Income) | 1,487 SF | 2 | 3 Bed/2.5 Bath 2-Car Garage | 17, 19 |
| 4 (Market & Moderate Income) | 1,651 SF | 2 | 4 Bed/2.5 Bath 2-Car Garage | 16 (Market Rate)<br>18 (Moderate Income) |
| 5 (Market) | 2,086 SF | 1 | 4 Bed/2.5 Bath 2-Car Garage | 15 |

**PARKING/TRANSPORTATION/VMT/LTA**

Per Article 31 Off-Street Parking and Loading Regulations Section 3103 Off-Street Parking and Loading Spaces Required Inland & Downtown D-District for single-family residential developments, the project is required to provide a two (2) car garage with a minimum dimension of 20 feet wide by 19 foot deep for each home. Required guest parking is to be provided as follows: 1 space plus 20% of the total number of units.

The following parking is required per the regulations above:

| TYPE OF USE | NUMBER OF UNITS | PARKING REQUIRED (FOR RESIDENTIAL UNITS PER COZO ARTICLE 3103) | | |
|---|---|---|---|---|
| | | Rate by Use | Spaces per Use | |
| 3 Bedroom Home (Garage 20'x'20' Min) | 9 | 2 | 18 | |
| 4 Bedroom Unit (Garage 20'x'20' Min) | 10 | 2 | 20 | |
| Guest | | 1 space + 20% of total units | 5 | |
| USPS (Req) | | 0 | 0 | |
| | **TOTAL** | | **43** | |

The project is requesting to use a waiver as permitted under City of Oceanside Article 30 Site Regulations Section 3032 (L)(1) Affordable Housing Density Bonus Vehicular Parking Ratio and State Density Bonus Law, which allows for the following maximum parking ratio inclusive of handicapped and guest parking for the project not to exceed: 1) One and a half (1.5) on-site parking spaces for two to three bedroom units and 2) Two and one-half (2.5) on-site parking spaces for four or more bedroom units.

| TYPE OF USE | NUMBER OF UNITS | PARKING REQUIRED (FOR RESIDENTIAL UNITS PER STATE DENSITY BONUS LAW) | | PROJECT PARKING PROVIDED |
|---|---|---|---|---|
| | | Rate by Use | Spaces per Use | |
| 3 Bedroom Home (Garage 20'x'20' Min) | 9 | 1.5 space per bedroom | 14 | 18* |
| 4 Bedroom Unit (Garage 20'x'20' Min) | 10 | 2.5 space per bedroom | 25 | 20* |
| Guest | | 0 | 0 | 2 |
| USPS (Req) | | 0 | 0 | 1 |
| | **TOTAL** | | **39** | **41** |

***The project will be installing 240v outlets in each private garage for future resident EV chargers. No EV dedicated space or EV chargers will be installed at the guest or USPS parking spaces for the project.**

The proposed twenty-eight (28) foot wide internal private street shall have no parking allowed on either side due to the fire lane requirements for the City of Oceanside Fire Department. No Parking signs are proposed to be placed along the private street for future residents and guests. Three (3) visitor/guest parking spaces are proposed for the project which includes one (1) space for USPS.

Additional parking along the Grace Street frontage is permissible on both sides subject to the posted City of Oceanside Parking Permit requirements between the hours of 8pm-8am. Future residents will be informed via the CC&Rs and purchase and sale documents of the ability to secure parking permits from the City of Oceanside via the Preferential Parking Permit Program approved on Grace Street per City Council Resolution # 05-R0722-1 for Grace Street between those restricted hours as well. The availability of this program is not being used to meet the required parking requirements for the project. This is purely informational and will be up to the future owners/residents if they elect to secure a permit from the City of Oceanside for their future use if needed.

The project has submitted a Project Information Form (PIF) showing the trip generation for the proposed project using the ITE Trip Generation Manual. The proposed project would generate 179 trips (9.43 /du x 19 du) for the development. Since the project generates less than 200 daily trips; is consistent with the zoning and land use of the adopted general plan; and is in a low VMT area, a Local Transportation Assessment (LTA) is not required to be provided as the project does not exceed the City of Oceanside established thresholds. Regarding Vehicle Miles Traveled (VMT), the project screens out from a detailed VMT analysis for the following reasons:

1) The project is consistent with the General Plan and is calculated to generate 179 trips, which is less than the 1000 ADT threshold for General Plan compliant projects; therefore, a transportation VMT CEQA Analysis is not required.

2) The project is in a low VMT area.

Regarding the adopted Circulation Element Plan of the City of Oceanside General Plan, neither the existing (Figure 6.1) or planned bicycle facilities (Figure 6.2) exhibit identifies Grace Street as an existing or planned future bike route. However, the recommended bicycle facilities (Figure 6.3) shows a potential use of Grace Street as a Class 3 Bike Route. If the City requires it, the project will add one (1) Class 3 Bike Route sign along the project frontage on Grace Street.

**LANDSCAPE/USABLE OPEN SPACE**

Per Article 10 Residential Districts (Inland), the project is proposing landscaping within the right-of-way along Grace Street and in all internal open space areas where possible, except for vehicular accessways and parking areas, and pedestrian walkways both internal and along Grace Street.

A combination of ground cover, shrubs, accent plants, and trees are proposed for the project and a permanent irrigation system is proposed and will be tied to the common irrigation meter to be installed and maintained by the HOA for the project. Planting shall comply with the City of Oceanside Landscape Design Manual and street tree requirements along Grace Street. The front yard landscape shall be maintained by the future owners of the individual lots.

The proposed landscaping will be selected to complement the project and to blend with the proposed architectural style of the building. The project shall provide a landscape parkway along Grace Street and will take great care in the selection of the trees, ground cover and shrubs given the highly visible nature of this portion of the site. This area shall be maintained by the HOA as required by the City.

Per Section 1050 Property Development Regulations (Q) Usable Open Space, the project is required to provide 300 sf of private usable open space per home. The requirements for the proposed nineteen (19) homes are as follows:

19 homes x 300 SF =5,700 SF (Total for Project)

The project proposes to provide private rear yards for each of the homes with private usable open space ranging from 332 sf to 750 sf per home for a total of 9,247 sf for the project.

Homeowners will be responsible to landscape their own rear and side yards for their home as applicable. Maintenance of the front, side, and rear yards on each individual lot shall be the responsibility of the future individual homeowners. The stormwater biofiltration basins, green street rain garden BMP, private street lot, brow ditch along eastern property boundary, and landscaping along Grace Street shall be maintained by the future homeowner's association.

**FENCES/WALLS**

Per Section 1050 Property Development Regulations (U) Fences and Walls and Section 3040 Fences and Walls, the project proposes to use a development waiver to waive Section 3040 Fences and Walls Additional Fence and Wall Development Standards (C) (1) requirement for a solid decorative masonry wall with a minimum height of 6 feet between commercial and other non-residential projects abutting residential districts. The project proposes a combination of geogrid & masonry retaining walls and vinyl fencing along the northern and southern boundary of the project between the development and the adjacent homes and church parking lot as shown on the Conceptual Landscape Plan. The project proposes a combination of masonry walls and wrought iron or vinyl fencing along the eastern and western boundary of the project as shown on the Conceptual Landscape Plan. No pilasters along the western, southern, northern and eastern boundary are proposed for the project. A development waiver for the height of the front yard setback retaining wall and fencing will be requested as well along with a development waiver for the planting requirement for retaining walls over 4 feet in height (3040 Fences and Walls Additional Fence and Wall Development Standards (D). A development waiver of the combined fence and wall height exceeding 8 feet shall be requested as well.

## CLIMATE ACTION PLAN (CAP) CONSISTENCY ANALYSIS

### Renewable Energy Facilities

Per Section 3047 (a) Renewable Energy Facilities, and the current versions of the California Energy Code and California Green Building Standards Code, the project is proposing to install solar photovoltaic systems to service all nineteen (19) homes on the roof area of each of the proposed homes.

### Electric Vehicle Parking and Charging Facilities

The proposed development shall comply with the Cal Green Building code requirements and will be providing private garages for each of the homes and as such at least one 240 volt/16 ampere electrical outlet shall be provided within the private garages to accommodate future "Level 2" electric vehicle charging. No dedicated zero-emission vehicle or EV parking space with Level 2 electric vehicle charging facilities is being provided for the project in the guest spaces.

### Urban Forestry Program

Per Section 3049 Urban Forestry Program, all new developments that require administrative or discretionary review shall comply with the urban forestry standard outlined in Table 1 of Section 3049 based upon the project site area. The proposed project size is 1.435 net acres and as such is required to provide a minimum tree canopy area of 12% and minimum permeable surface area of 22%. Additionally, in the event a project site cannot feasibly accommodate the minimum permeable surface area required, additional tree canopy, more than the minimum requirement, can be credited to meet the minimum permeable surface area requirements. In the event a project site cannot feasibly accommodate the minimum tree canopy area, the project may plant in the public right-of-way (e.g. parkway) adjacent to the project site. The project will be designed to provide a tree canopy area and permeable surface area within the front yards, private rear yards, onsite planting areas and within the public right-of-way along Grace Street to meet the minimum required percentage as outlined above. The project is providing a tree canopy area of 12.5% and a permeable surface area of 36%.

## WASTE MANAGEMENT

The project has been designed for the use of individual trash, recycling, and organic bin enclosures per the City of Oceanside & Waste Management design standards to service the nineteen (19) homes. Each homeowner will be responsible for obtaining bins and contracting with Waste Management and shall store the bins either in the private garages or within the side yards of each individual home and shall place them on the private street weekly per the Waste Management service schedule for the project area.

## AFFORDABLE HOUSING DENSITY BONUS- UNIT CALCULATIONS

The State of California's Density Bonus Law (Government Code §65915-65918) was established to promote the construction of affordable housing units and requires cities to provide a density bonus and other incentives or concessions, and waivers of development standards to projects which provide affordable housing units in compliance with current density bonus regulations.

As of January 1, 2024, AB 1287 amended SDBL by requiring cities and counties to award an additional (or second) density bonus for projects that have already allocated the maximum amount of affordable housing for very low-income, low-income or moderate-income units. Since the project is proposing to allocate fifteen (15%) percent of the base units to very low-income units for a fifty (50%) percent first density bonus, the city must grant the project an additional density bonus if additional set asides are made for either very low or moderate-income households. The project is proposing to set aside an additional ten (10%) percent of base units for moderate-income households for an additional thirty-two and a half (32.5%) percent density bonus and shall be entitled for the second density bonus as outlined in AB 1287.

The City of Oceanside zoning regulations implement the state requirements, and Table A below summarizes the calculations under SDBL for this project. Per SDBL and AB 1287, the site is permitted a maximum total of nineteen (19) dwelling units, with two (2) very low-income level and one (1) moderate-income level affordable units.

**Table A- Project Density Bonus Summary**

| Type of Units | Calculation | Proposed |
|---|---|---|
| **Base Density Permitted by Current General Plan/Zoning** | **10 units**<br>**(1.675 gross ac x 5.9 du/ac = 9.8825**<br>**Rounded Up to 10)** | **10 units** |
| **Proposed Affordable Unit Income Level** | **15% at Very Low-Income Level (2 units)**<br>**10% at Moderate-Income Level (1 unit)** | **3 units** |

| | | |
|---|---|---|
| **Proposed Density Bonus Units** | **1st Bonus:**<br><br>**50% of 10 units = 5 units**<br><br>**2nd Bonus:**<br><br>**32.5% of 10 units = 3.25 units**<br><br>**Rounded up to 4 units** | **9 units** |
| **Proposed Market Rate Units** | **10 base-3 affordable +9 bonus** | **16 units** |
| **Total Proposed Dwelling Units** | **16 market+ 3 affordable** | **19 units** |
| **Resulting Density** | **19 units/1.675 acre** | **11.34 du/acre** |

**Table B – Allowable Density Bonus Calculations***

| | |
|---|---|
| **STEP 1:** | **Calculate Base Allowable Density** |
| | **At this site the Land Use Element designates a density range of 3.6 to 5.9 units per acre. Under Density Bonus Law, the base number of units permitted is determined by multiplying the gross site area (1.675 acres) by the maximum density applicable to the project (5.9 du/ac).**<br><br>**1.675 acres x 5.9 du/ac = 9.8825**<br><br>**Rounded up to 10 units as base allowable** |
| **STEP 2:** | **Determine Affordability Percentage and Units** |
| | **The project proposes to utilize AB 1287 under SDBL in order to receive a second density bonus for the project and shall provide 15% of the units as affordable to very low-income households for the first density bonus and 10% of the units as affordable to moderate income households for the second density bonus.**<br><br>**1st Bonus: 15% x 10 units (base allowable) = 1.5 units**<br><br>**Rounded up to 2 Very-Low Income units**<br><br>**2nd Bonus: 10% x 10 units (base allowable) = 1 Moderate Income Unit** |

| | |
|---|---|
| **STEP 3:** | **Calculate Density Bonus Units**<br><br>**Under SDBL, the provision of 15% very low-income units allows the applicant to receive a maximum density bonus of 50%, allowing additional market-rate units to be constructed. Under AB 1287, the provision of 10% moderate-income units for the second density bonus allows the applicant to receive a maximum second density bonus of 32.5%, allowing additional market rate units to be constructed.**<br><br>**1st Bonus: 10 units x 0.5 (density bonus) = 5**<br><br>**Additional market-rate total of 5 units**<br><br>**2nd Bonus: 10 units x 0.325 (density bonus) = 3.25 units (rounded up to 4)**<br><br>**Additional market-rate total of 4 units**<br><br>**Total Additional market-rate units: 9 units** |
| **STEP 4:** | **Calculate Total Dwelling Units**<br><br>**Add the base allowable units and the density bonus units.**<br><br>**10 units (base allowable units) + 9 units (density bonus units)**<br><br>**= 19 total units allowed**<br><br>**(16 market rate + 3 affordable units)**<br><br>**<u>Resulting Overall Project Density on 1.675 acres = 11.34 du/ac</u>** |

*** Note: Per State Density Bonus Law, all fractional units shall be rounded up.**

**<u>Required Incentives/Concessions & Waivers:</u>**

In addition to the density bonus units specified in SDBL, the project is also entitled to certain incentives/concessions and waivers. These can include, for example a reduction in site development standards or a modification of zoning code or architectural design requirements. By providing 15% of the base units as very low-income units for the 1st density bonus, the project is entitled to receive (3) incentives/concessions. The granting of waivers does not reduce the number of incentives/concessions allowed for a project, and the number of waivers that may be requested and granted is not limited.

The incentives/concessions that will be applied to this project, where the cost of implementing such improvements would be prohibitive to the project in providing the very low-income and moderate-income affordable units, are noted below. The applicant shall provide staff

with a cost analysis for each incentive/concession item to show how these items result in identifiable and actual cost reductions.

**INCENTIVES/CONCESSIONS**

1) Alleviate construction of frontage improvements consisting of full curb and gutter replacement, full sidewalk replacement (assuming the existing sidewalk is ADA compliant), street evaluation testing (coring), and either full depth pavement replacement, slurry seal, or grind and overlay along Grace Street or Dixie Street.

**WAIVERS**

To accommodate the increased density allowed under SDBL and maintain the single-family lot design and character of the underlying zone, the project cannot physically comply with all the development standards that apply to standard projects. Based on the proposed design to accommodate the affordable units, the project seeks waivers of the following development standards for the proposed housing development pursuant to SDBL, as presented in Table 3:

-Overall Lot Size
- Lot Width
- Lot Coverage
-Setbacks
-Residential Unit Types
-Landscaping
-Retaining Wall & Fencing Heights
-Non-Plantable Retaining Walls
-Parking

**Development Standards & Waivers**

A summary of development standards and waivers requested is provided in Table C to demonstrate compliance with the RS zone standards, or where Density Bonus waivers are requested.

**Table C- Development Standards Matrix-Required Waivers**

| DEVELOPMENT STANDARDS | RS ZONE STANDARD | PROPOSED PROJECT | NOTES |
|---|---|---|---|
| **Lots Size (sf) (OZO Sec 1050)** | 6,000 sf (min) | 1,921 sf to 3,191sf | **Waiver** to accommodate affordable units and development at density proposed. |
| **Lot Width (OZO Sec 1050)** | 65 ft | 28 ft – 48 ft | **Waiver** to accommodate affordable units and development at density proposed. |
| **Setbacks (OZO 1050)(1050 (DD))** | | | |
| **Front** | 20 ft (min) | 5 ft (min) | |
| **Garage Setback** | Garages shall be setback 20 ft from the front of the garage to the property line, back of sidewalk, or back of curb, whichever is more restrictive | Garages are setback 6'min from property line. back of curb, or back of sidewalk | **Waiver** to accommodate affordable units and development at density proposed |
| **Side** | 7.5 ft (min) | 0'/5 ft (min) | |
| **Corner Side** | 10 ft (min) | 5 ft (min) | |
| **Rear** | 15 ft (min) | 12 ft (min) | |

| | | | |
|---|---|---|---|
| **Residential Unit Type (OZO Sec 1020 & 1030 (L-6) (1050 (GG))** | Single-family detached residential (SU-C) | Nine (9) TU-C buildings or "twin homes" for a total of 18 homes and one (1) single unit-conventional (SU-C) home is proposed for the project for the market rate homes, very low-income homes, and moderate-income inclusionary home for the project.<br>The TU-C or "twin home" is a structure consisting of two dwelling units attached by a common wall with each unit constructed on a legally subdivided lot and attached to its companion unit on the common property line. | **Waiver** to accommodate affordable units and development at density proposed. |
| **Lot Coverage (OZO Sec 1050)** | 45% (max) | 58% (max) | **Waiver** to accommodate affordable units and development at density proposed. |
| **Lot Depth to Width Ratio (OZO Sec 1050 (f))** | 2.5 : 1 | 2.41: 1 (max) | Complies with Code |
| **Building Height** | 36 ft (max) | 28 ft (max) | Complies with Code |
| **Parking (OZO Sec 3103)** | 2-car garage per single-family homes (less than 2,500 sf) (20' x 19' min dimension)<br><br>Guest Parking: 1 space + 20% of unit (5 units total) | 2-car garage provided per single family home<br><br>-20' x 20' min dimension<br><br>-3 guest parking spaces provided | Complies with Code<br><br>Waiver to accommodate units and development at density proposed. Article 30 Site Regulations Section 3032 (L)(1) |

| | | | |
|---|---|---|---|
| **Landscaping** | A minimum of 50% of yard adjoining street shall be planting or landscape (incl. ornamental gravel). The remainer may be used for driveways or walks. A continuous planting area having a minimum width of five feet shall adjoin an RS district. | 32% min<br><br>Less than 5' minimum width proposed in certain areas in front and side yard or each lot. | **Waiver** to accommodate affordable units and development at density proposed. |
| **Fences and Walls (OZO Sec 3040(d) & (f) & 3040(a) & (c)<br>Sec 1050 (u))** | Max height of a fence or wall, including retaining walls shall be 6'. Retaining walls over 4' in height shall be planted and irrigated.<br><br>Walls in front yards shall be limited to 42" in height. | 0.5 ft to 7 ft Retaining Wall in Front Yard, Side Yard & Rear Yard<br><br>42" wrought iron or vinyl fence and 6' vinyl lot/perimeter fencing on top of retaining wall shall be provided as shown on the conceptual landscape plan<br><br>-Maximum combined retaining wall and fencing height is 13 feet<br><br>-Non-Planted Retaining Walls 4' or higher proposed | **Waiver** to accommodate affordable units and development at density proposed. |
| | Requirement for solid decorative masonry wall with a minimum height of 6' between commercial and other non-residential projects abutting residential districts. | -No solid decorative masonry wall with a minimum height is proposed along the southern boundary. A combination of geogrid and masonry retaining walls and vinyl fencing are proposed along the southern property line. | **Waiver** to accommodate affordable units and development at density proposed |
| | Perimeter walls shall be designed to provide visual variation and to alleviate monotony through the use of architectural planes, landscaped recessions, pilasters or various textures and materials. | -No pilasters are proposed along either the geogrid or masonry retaining wall and vinyl/wrought iron portion of the perimeter of the property. Change in material, height, and type of wall material shall help to provide variation. | |

| | | | |
|---|---|---|---|
| | If pilasters are used they shall be provided at a min of every change in direction, every 5' elevation difference & 70 ft of wall length. | | |
| **Usable Open Space** | Total private usable space shall be at least 300 sf per unit<br><br>300 sf x 19 units = 5,700 sf | Rear yard areas for each lot provide usable open space exceeding the minimum sf.<br>(332 sf to 750 sf)<br><br>Total Provided: 9,247 sf | Complies with Code |
| **Urban Forestry** | Tree Canopy minimum on sites one acre or more = 12% of site min<br><br>Permeable Surface Area minimum on sites one acre of more – 22% of site min | Tree Canopy of 12.5% is provided<br><br>Permeable Surface Area- of 36% is provided | Complies with Code |

**Additional Density Bonus Items:**

The project will comply with the City requirements for Density Bonus including the following:

- The affordable units shall maintain a sales restriction as appropriate per Chapter 14C.6 (a)(2) of the OCC;
- Per Chapter 14C.6.(a)(3), The design and appearance of the reserved units shall be compatible with and reasonably consistent or compatible with the design of the total project development in terms of exterior appearance, materials, and finished quality. Interior finishes and amenities may differ from those provided in the non-reserved units within the development but neither the workmanship nor the products may be of substandard or inferior quality as determined by the city. The project shall provide for a proportionate unit mix, based on bedroom count, as to the market rate units, be dispersed throughout the residential project, and have access to the same amenities as market units, including the same access to and enjoyment of parking, and other facilities in the residential project. *[For the purposes of this Section, the project's income restricted units would be considered proportional to square footage if they are at least eighty percent (80%) of the average square footage of all market rate units in the development with the same bedroom count. Further, the range of affordable units will be reasonably dispersed throughout the development.]*

- The project shall provide the following number of units of very low-income and moderate-income units as follows:

  3-bed/2.5 bath: 2 units (Very Low-Income)

  4-bed/2.5 bath: 1 unit (Moderate Income)

- The two (2) 3-bedroom units will be offered as the very low-income units and are identified as Lot #17 & 19

- The one (1) 4-bedroom unit will be offered as the moderate-income unit and is identified as Lot # 18.

- The time restriction for the affordable units shall be for 55 years for the For-Sale Affordable Units.

- A one-time inclusionary administration fee will be paid for the project to monitor the sales restrictions of the reserved units as applicable.

- The developer shall determine the sales price in accordance with OCC-Section 14C.4.-Definitions of *Affordable and Area Median Income*.

- Moderate income household means a person or persons living together as a household unit whose combined income exceeds eight (80) percent but does not exceed one hundred twenty (120) percent of the median income for San Diego County for an equivalent size household.

- Very low-income household means a person or persons living together as a household unit whose combined income do not exceed fifty (50) percent of the median income for San Diego County for an equivalent size household.

- Affordable housing cost (inclusive of homeowner paid utilities, HOA dues, property taxes, insurance, and other costs for homeowners on for sale units as defined in CA Health & Safety Code §50052.5. Thirty (30) year fixed rate mortgages are to be used on the for sale very-low and moderate income units.

- Owner-occupied very low-income and moderate-income units shall be available at affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code and California Government Code Section 65915, et seq.

**PROJECT HIGHLIGHTS:**

A) The project will replace an unused grass lot and replace it with a highly desirable and unique single-family development that provides much-needed market rate, very low-income and moderate-income housing in the City of Oceanside.

B) The proposed project incorporates high-quality architectural design to create an interesting street scene for residents and neighbors.
C) The landscaping proposed will enhance and add to the existing street scene on Grace Street.
D) The proposed development meets the goals, intentions, and objectives of the General Plan, Zoning Ordinance, Density Bonus Law, and affordable housing objectives.

**REQUIRED FINDINGS**

**General Plan Conformance**

Land Use Element: The Land Use Element establishes the following relevant goals, objectives, and policies applicable to the proposed project.

Goal 1.16: Housing

*OBJECTIVE: To ensure that decent, safe, and sanitary housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments of Oceanside.*

*Policy A: The City shall strive to maintain a reasonable balance between rental and ownership housing opportunities, between senior and family housing, and encourage a variety of individual choices of tenure, type, and location of housing throughout Oceanside.*

*Policy B: The City shall strive to produce opportunities for decent and affordable housing in a pleasant environment for all of Oceanside's citizens.*

*Policy C: The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.*

*Policy D: The City shall encourage the development of a variety of housing opportunities with special emphasis on providing: 1) A broad range of housing types, with varied levels of amenities and number of bedrooms.*

*Policy E: The City shall protect, encourage, and where feasible, provide housing opportunities for persons of low and moderate income.*

The proposed project would provide decent, safe, and sanitary housing for a diverse economic segment within the Oceanside community and maintain a reasonable balance between rental and ownership housing in the City with development of single-family homes. The proposed project provides both for-sale market rate home and for-sale income restricted affordable housing units within the environment of an established residential neighborhood. Because the project is located within one and a half miles from public schools, commercial/retail/shopping centers along Mission Avenue, and the Oceanside Transit Center, future residents would have access to employment opportunities, community facilities, and public services in close proximity to the

project site. The for-sale market rate homes would be three (3) to four (4) bedrooms and have a living area ranging from 1,752 SF to 2,086 SF along with an attached two car garage and individual private rear yards. The for-sale affordable rate homes would be three (3) to four (4) bedrooms and have a living area ranging from 1,487 SF to 1,651 SF along with an attached two car garage and individual private rear yards.

In order to ensure that all units would be used toward housing, the proposed project would include a condition of approval that would require all the units proposed to be rented for no less than 30 days; thus preventing any short term rentals on the property. In addition, Section 3032(M)(11) of the Zoning Ordinance prohibits any unit within a project benefiting from Density Bonus to be utilized as a short-term rental.

The Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle (2021-2029) estimates that the City of Oceanside would experience demand for more than 5,443 new dwelling units over the eight-year period. By contributing two (2) Very Low-Income units, one (1) Moderate Income unit, and sixteen (16) new market-rate dwelling units to the City's existing housing stock the proposed project would help to meet the projected housing demand identified in the RHNA.

Housing Element: The Housing Element establishes the following relevant goals, and policies applicable to the proposed project.

*Goal 2: Encourage the development of a variety of housing opportunities, with special emphasis on providing:*

- *A broad range of housing types, with varied levels of amenities and number of bedrooms.*
- *Sufficient rental stock for all segments of the community, including families with children.*
- *Housing that meets the special needs of the elderly, homeless, farm workers, and persons with disabilities, and those with developmental disabilities.*
- *Housing that meets the needs of large families.*

*Policy 2.2: Encourage both the private and public sectors to produce or assist in the production of housing with particular emphasis on housing affordable and accessible to lower income households, persons with disabilities, elderly, large families, female-headed households, farm workers, and homeless persons.*

*Goal 3: Protect, encourage, and provide housing opportunities for persons of low and moderate income.*

*Policy 3.2: Use the City's regulatory powers to promote affordable housing.*

*Policy 3.5: Encourage the development of housing for low and moderate income households in areas with adequate access to employment opportunities, community facilities and public services*

*Policy 3.7: Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City.*

*Policy 3.8: Encourage inclusionary housing to be built on or off-site for new housing projects rather than pay in-lieu fee.*

The proposed project is consistent with the identified goals and policies of the recently adopted Housing Element. The project would provide housing for two (2) very low-income households and one (1) moderate income household in the form of three (3) and four (4) bedroom single family residences with an attached garage and private rear yard. As such, the proposed project would provide a desirable housing type that can accommodate a larger family. In addition, the homes would be located in an established single family residential area of the City that otherwise would be unattainable for a lower income household. Furthermore, because the project is located within one and a half miles from public schools, commercial/retail/shopping centers along Mission Avenue, and the Oceanside Transit Center, future residents would have access to employment opportunities, community facilities, and public services.

**Zoning Ordinance**

The PS Zoning District shall be applied with the SFD-R Land Use Element designation if found consistent with that designated land use and surrounding land uses. Development would be guided by the RS District provisions provided in Article 10 of the Zoning Ordinance. The project shall construct Two Unit- Conventional (TU-C) single family attached dwellings and a Single Unit- Conventional (SU-C) single family detached dwelling. With respect to development standards, the proposed project complies with the development standards of the RS zoning district and where it does not the applicant is seeking waivers of the development standards consistent with State Density Bonus Law as previously outlined in Table C above.

**Subdivision Ordinance Compliance**

The proposed project requests City approval of a Tentative Tract Map which is consistent with the criteria established by the Subdivision Map Act as follows:

1. General Plan consistency: The proposed Tentative Tract Map is consistent with the General Plan of the City because the proposed subdivision fulfills objectives and policies associated with housing including Objective 1.16 of the Land Use Element and Policies 2.2, 3.2, 3.5, 3.7, and 3.8 of the Housing Element.

2. Physical suitability of the site for the type and density of proposed development: The site is physically suitable for the type and proposed density of development because it consists of the unused northerly grass lot portion of the property consisting of approximately 1.675 gross acres (1.435 net developable) that is not significantly constrained by geology, hydrologic hazards, sensitive or protected habitat, easements, or other limiting features based on the

proposed project design. The site of the proposed single-family residential subdivision is located within a developed residential area surrounded by residential land uses. The proposed density of the project at 11.34 dwelling units per acre is higher than surrounding development yet permitted per State Density Bonus Law. The project is also designed to be internally facing with no new homes facing existing homes, thus reducing the opportunity of making visual comparisons between existing properties and proposed lots.

3. Impact of the subdivision on fish, wildlife, or their habitat: The design of the subdivision or the proposed improvements would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat as the project site is located in an urbanized and developed area of the City. Until recently, the project site was a vacant grass field that had been used for sports by the First Baptist Church, but which has not been used in that fashion for years and supports no native vegetation communities. Therefore, no impacts would result from implementation of the proposed project.

4. Compliance with City standards and access: The design of the subdivision or the type of improvements meet City standards and would not conflict with easements, acquired by the public at large, for access through or the use of property within the proposed subdivision. The proposed project would provide a new private roadway and would grant new easements for public water, sewer, general utilities, and City emergency vehicle access. Thus, City standards would be met, with no conflict with any existing easements(s).

5. General compliance: The subdivision complies with all other applicable ordinances, regulations, and guidelines of the City of Oceanside because the proposed Tentative Tract Map conforms to the applicable requirements of the City's Subdivision Ordinance (Section 401).

**Development Plan:**

The City of Oceanside stipulates that specific findings must be made before a Development Plan can be adopted. This proposal meets those conditions as follows:

1. *That the Development Plan as proposed conforms to the General Plan of the City.*

   The Development Plan as proposed conforms to the General Plan of the City because the proposed project is located near similarly zoned parcels and the project will result in the development of a single-family residential community which meets the goals and objectives designated by the applicable elements of the General Plan.

2. *That the site plan and physical design of the project as proposed is consistent with the purposes of the Zoning Ordinance.*

The site plan and physical design of the project is consistent with the Zoning Ordinance purposes while also accomplishing the goal of providing market rate housing and affordable housing utilizing the state density bonus provisions.

3. *That the area covered by the Development Plan can be adequately, reasonably and conveniently served by the public services, utilities, and public facilities.*

The project site is located within an urbanized area served by existing public services, utilities, and public facilities.

4. *That the project as proposed is compatible with existing and potential development on adjoining properties or in the surrounding neighborhood.*

The project is located on an in-fill site where the residential architecture, development plan, and lot pattern are carefully designed to complement the site surrounding and respect the neighborhood character.

5. *That the site plan and physical design of the project is consistent with the policies contained within Section 1.24 and 1.25 of the Land Use Element of the General Plan, the Development Guidelines for Hillsides, and Section 3039 of this ordinance.*

The project site does not contain topographic resources or slopes that are undevelopable per Sections 1.24 and 1.25 of the Land Use Element and Section 3039 of the Zoning Ordinance.

## LEGAL DESCRIPTION

Real property in the City of Oceanside, County of San Diego, State of California, described as follows:

All of Lot 4 and the Southwesterly 69.90 feet of Lot 3 of MAXSON AND GRIFFINS SUBDIVISION, in the City of Oceanside, County of San Diego, State of California, according to the Map thereof No. 433 filed in the office of the County Recorder of said San Diego County, December 29, 1887.

APN: 148-320-42-00

# NOTICE OF EXEMPTION
**City of Oceanside, California**

Post Date:
Removal:
(180 days)

1. **APPLICANT:** Hallmark Development Corp.
2. **ADDRESS:** 740 Lomas Santa Fe Dr Ste 204, Solana Beach, CA 92075
3. **APPLICANT REP:** Sean Santa Cruz, 858-481-3310 x108
4. **LEAD AGENCY:** City of Oceanside
5. **PROJECT PLANNER:** Dane Thompson, Associate Planner
6. **PROJECT TITLE:** Tentative Map (T24-00005), Development Plan (D24-00016) and Density Bonus (DB22-00007) – Grace Street Subdivision

**7. DESCRIPTION:** Tentative Map (T24-00005), Development Plan (D24-00016) and Density Bonus (DB22-00007) for the subdivision of an approximately 1.68-acre portion of the existing lot at 240 Grace Street into 19 residential lots, four (4) lettered lots, and one (1) remainder lot and the development of nineteen single-family residences (APN: 148-320-42).

**ADMINISTRATIVE DETERMINATION:** Planning Division staff has completed a preliminary review of this project in accordance with the California Environmental Quality Act (CEQA). Based on this review, the City has determined that further environmental evaluation is not required because:

[x] The project qualifies for a Class 32 categorical exemption under Section 15332 (In-Fill Development Projects), as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations, the project would occur within city limits on a project site of no more than five acres substantially surrounded by urban uses, the project site has no value as habitat for endangered, rare or threatened species, approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services.

[ ] "The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA" (Section 15061(b)(3)); or,

[ ] The project is statutorily exempt, Section, ____ (Sections 15260-15277); or,

[ ] The project does not constitute a "project" as defined by CEQA (Section 15378).

Dane Thompson

Digitally signed by Dane Thompson
DN: cn=Dane Thompson, ou=Building, email=DThompson@oceansideca.org
Reason: I agree to the specified portions of this document
Date: 2025.06.16 10:54:27 -07'00'

Date: June 16, 2025

Dane Thompson, Associate Planner