Appendix A
Project Plans

THE BARLOW HOTEL

6782 SEBASTOPOL AVE. SEBASTOPOL, CA

BDE ARCHITECTURE

ALDRIDGE DEVELOPMENT

ZAC

adobe associates, inc.
civil engineering | land surveying | wastewater

DECEMBER 20, 2024

LOCATED IN THE BARLOW MARKET DISTRICT, THE PROPOSED PROJECT IS A MIXED USE 83 ROOM HOTEL IN 4 STORIES WITH A BUILDING HEIGHT OF 50'-0" AND A GROSS FLOOR AREA OF 77,794 SF. INSPIRED BY THE LOCAL WINE COUNTRY'S VERNECULAR ARCHITECTURE, THE BARLOW HOTEL IS FINISHED IN A COMBINATION OF WOOD TONE SIDING, STONE VENEER, METAL PANEL, SMOOTH CONCRETE, AND A STANDING SEAM ROOF. THE BUILDING AMENITY INCLUDES A RESTAURANT, RETAIL, BAR, MEETING ROOMS, A GYM, A SPA AND A ROOFTOP BAR, POOL, AND ROOFDECK FOR HOTEL GUESTS. THE HOTEL ROOMS AND AMENITIES ARE ORGANIZED AROUND CENTRALLY LOCATED LANDSCAPED COURTYARDS AND TUCKED-AWAY PATIOS.

PROJECT DESCRIPTION 5

CLIENT:
ALDRIDGE DEVELOPMENT
6780 DEPOT ST SUITE 110
SEBASTOPOL, CA 95472
P: 707-484-8020
CONTACT: BARNEY ALDRIDGE

ARCHITECT:
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CONTACT: IAN MURPHY

LANDSCAPE ARCHITECT:
ZAC LANDSCAPE ARCHITECTS
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CONTACT: SANDRA REED

CIVIL ENGINEER:
ADOBE ASSOCIATES
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SANTA ROSA, CA 95401
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CONTACT: DAVID BROWN

TRASH MANAGEMENT:
AMERICAN TRASH MANAGEMENT
1900 POWELL ST #220
EMERYVILLE, CA 94608
P: 415-292-5400
CONTACT: DAISY URBINA

PROJECT TEAM 4

SITE MAP 3

PLANNING & BUILDING CODE SUMMARY

ZONING:	CM
HEIGHT / BULK:	50'-0" (W. C.U.P. APPROVAL)/4 STORIES
SETBACKS:	REQ'D: FRONT: 15'-0" MIN. SIDES: 0'-0" MIN. REAR: 0'-0" MIN. PROVIDED: FRONT: 15'-3" (PROVIDED TO FACE OF CURB) (SEBASTOPOL AVE.) SIDES: 0'-0" (PROVIDED) REAR: 14'-6" (PROVIDED TO FACE OF CURB)
PROJECT LOCATION:	6782 SEBASTOPOL AVE., SEBASTOPOL, CA 95472
APN:	004750-030
FEMA FLOOD ZONE:	AE
LOT AREA:	50,530 SF (1.16 ACRE)
GROSS FLOOR AREA:	82,275 SF
NET FLOOR AREA:	GSF X .85 (PER CITY DEFINITION): 69,934 SF
FLOOR AREA RATIO:	.47
HOTEL ROOMS:	83

PARKING

VEHICLE PARKING REQUIRED: 78 SPACES

VEHICLE PARKING PROPOSED:

MARKET/HOTEL:	73 SPACES
BATCH PARKING LOT:	232 SPACES*
TOTAL:	305 SPACES

* 126 SPACES AT BATCH ARE DESIGNATED VALET

BICYCLE PARKING REQUIRED: 12 SPACES

BICYCLE PARKING PROPOSED:

CLASS II SPACES:	20 SPACES

BUILDING DATA

STORIES:	4 STORIES
BUILDING HEIGHT:	55'-0" T.O. UPPER ROOF
BUILDING USE:	HOTEL (TRANSIENT RESIDENTIAL)
OCCUPANCY TYPE:	R-1, B, A-3, K, S-1, M
PRIVATE OPEN SPACE:	9,638 SF
PUBLIC OPEN SPACE:	2,261 SF

PROJECT SUMMARY 2

SHEET INDEX 1

GUESTROOM AND AREA SUMMARY

PROJECT NAME:THE BARLOW HOTEL

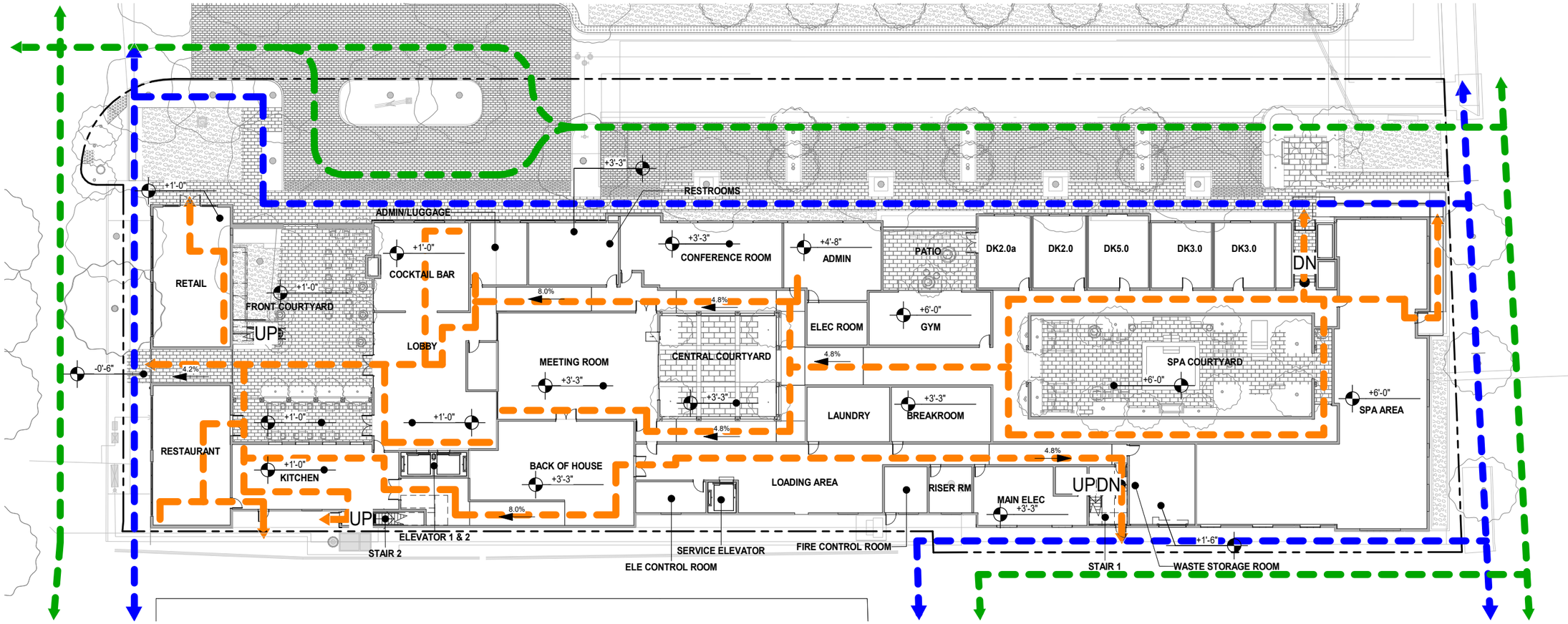
PROJECT LOCATION: SEBASTOPOL, CA
LATEST UPDATE: DECEMBER 20, 2024

CONSTRUCTION TYPE: TYPE III-A
FLOORS: 3 WOOD

GUESTROOM	TYPE	DESCRIPTION	GUESTROOM AREA (SF)	1ST	2ND	3RD	ROOF	GUESTROOM TOTAL	% RATIO	TOTAL GUESTROOM AREA (SF)
QUEEN	Q1.0	STANDARD QUEEN	290	-	2	2	-	4	5%	1,161
	DQ1.0	DOUBLE QUEEN	369	-	3	1	-	4	5%	1,475
	DQ2.0	DOUBLE QUEEN	397	-	2	-	-	2	2%	794
	DQ3.0	DOUBLE QUEEN	409	-	2	2	-	4	5%	1,635
QUEEN SUB-TOTAL		AVERAGE SF	362	-	9	5	-	**14**	**17%**	**5,065**
KING	K1.0	STANDARD KING	295	-	3	-	-	3	4%	884
	K2.0	STANDARD KING	296	-	12	12	-	24	29%	7,098
	K3.0	STANDARD KING	369	-	1	-	-	1	1%	369
	DK1.0	DELUXE KING	319	-	4	4	-	8	10%	2,555
	DK2.0	DELUXE KING	327	2	3	3	-	8	10%	2,619
	DK3.0	DELUXE KING	340	2	3	-	-	5	6%	1,699
	DK4.0	DELUXE KING	369	-	3	1	-	4	5%	1,475
	DK5.0	DELUXE KING	376	1	1	-	-	2	2%	752
	DK6.0	DELUXE KING	409	-	1	1	-	2	2%	817
	DK7.0	DELUXE KING	484	-	-	1	-	1	1%	484
	DK8.0	DELUXE KING	508	-	-	1	-	1	1%	508
	DK9.0	DELUXE KING (DOUBLE)	544	-	2	1	-	3	4%	1,633
KING SUB-TOTAL		AVERAGE SF	337	5	33	24	-	**62**	**75%**	**20,892**
SUITE	S1.0	JUNIOR SUITE	400	-	1	-	-	1	1%	400
	S2.0	JUNIOR SUITE	550	-	2	2	-	4	5%	2,202
	S3.0	JUNIOR SUITE	657	-	1	-	-	1	1%	657
	S4.0	JUNIOR SUITE	695	-	1	-	-	1	1%	695
SUITE SUB-TOTAL		AVERAGE SF	565	-	5	2	-	**7**	**8%**	**3,954**
TOTAL GUESTROOM		**AVERAGE SF**	**360**	**5**	**47**	**31**	**-**	**83**	**100%**	**29,911**

NET RENTABLE TRANSIENT RESIDENTIAL AREA IS MEASURED CENTER OF DEMISING WALL, EXTERIOR FACE OF STUD OF EXTERIOR WALL AND CORRIDOR WALLS, EXCLUDING DECKS

NET RENTABLE TRANSIENT RESIDENTIAL BY FLOOR (EXCLUDING DECKS)	1,710	17,212	10,989	0	**29,911**
HOTEL AMENITIES (GYM, ROOF DECK)	557	-	-	8,452	9,009
LEASING OFFICE (ADMIN, MEETING ROOM, BREAKOUT ROOM,CONFERENCE)	3,468	-	-	-	3,468
COMMERCIAL (RESTAURANT, BAR, RETAIL, SPA)	5,966	-	-	-	5,966
OPEN SPACE (COURTYARDS, PATIOS, POOL AREA)	6,044	570	-	-	6,615
OTHER (BOH, UTILITY ROOMS, CIRCULATION, SHAFTS)	13,295	7,060	5,035	1,916	27,306
TOTAL GROSS	**31,040**	**24,842**	**16,025**	**10,368**	**82,275**



CIRCULATION LEGEND

- EGRESS PATH
- PUBLIC PEDESTRIAN PATH
- VEHICULAR CIRCULATION

0' 32' 64'

PROJ NORTH
TRUE NORTH

SITE CIRCULATION PLAN

1/32"=1'-0"

AP0.02

PERSPECTIVE VIEW-SEBASTPOL AVE

AP0.03

3DE ARCHITECTURE

ALDRIDGE DEVELOPMENT

ZAC LANDSCAPE ARCHITECTURE

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THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024

PERSPECTIVE VIEW-GRAVESTEIN COURT

AP0.04

3DE ARCHITECTURE

ALDRIDGE DEVELOPMENT

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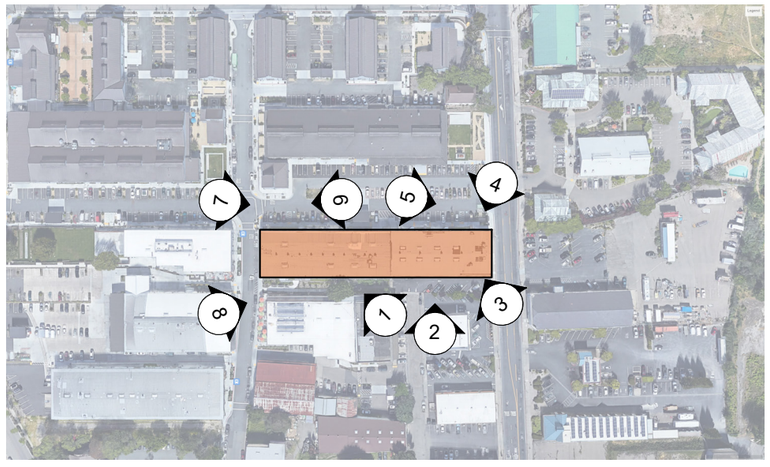
THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024



EXISTING SITE CONDITIONS

AP0.05

3DE ARCHITECTURE

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THE BARLOW HOTEL

DECEMBER 20, 2024

0' 160' 320'

PROJ NORTH
TRUE NORTH

1"=160'-0"

AREA DEVELOPMENT PLAN

AP0.06

3DE ARCHITECTURE

ALDRIDGE DEVELOPMENT

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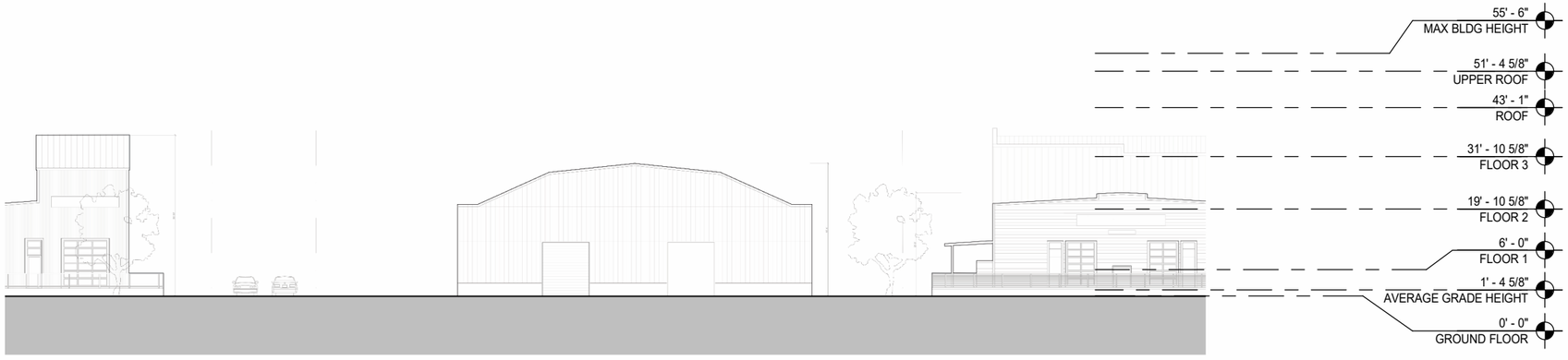
THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024



EXISTING ELEVATION - MCKINLEY ST 2

1/32" = 1'-0"

PROPOSED ELEVATION - MCKINLEY ST 1

1/32" = 1'-0"

0' 32' 64'

EXISTING AND PROPOSED ELEVATIONS

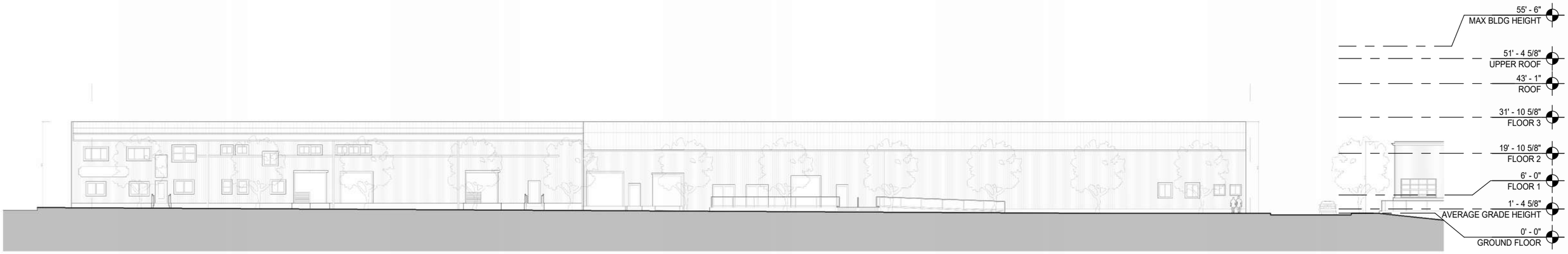
1/32"=1'-0" AP0.07

BDE ARCHITECTURE | ALDRIDGE DEVELOPMENT | ZAC | adobe associates, inc. civil engineering | land surveying | wastewater

THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024



EXISTING ELEVATION - GRAVENSTEIN COURT 2

1/32" = 1'-0"

PROPOSED ELEVATION - GRAVENSTEIN COURT 1

1/32" = 1'-0"

0' 32' 64'

EXISTING AND PROPOSED ELEVATIONS

1/32"=1'-0" AP0.08

3DE ARCHITECTURE | ALDRIDGE DEVELOPMENT | ZAC LANDSCAPE ARCHITECTS | adobe associates, inc. civil engineering | land surveying | wastewater

THE BARLOW HOTEL SEBASTOPOL, CA DECEMBER 20, 2024

EXISTING ELEVATION - SEBASTOPOL AVE. 2

1/32" = 1'-0"

PROPOSED ELEVATION - SEBASTOPOL AVE. 1

1/32" = 1'-0"

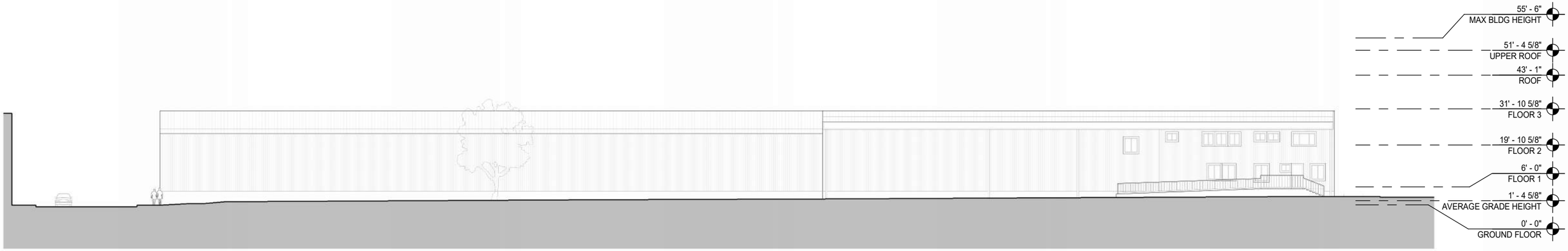
0' 32' 64'

EXISTING AND PROPOSED ELEVATIONS

1/32"=1'-0" AP0.09

BDE ARCHITECTURE | ALDRIDGE DEVELOPMENT | ZAC LANDSCAPE ARCHITECTS | adobe associates, inc. civil engineering | land surveying | wastewater

THE BARLOW HOTEL SEBASTOPOL, CA DECEMBER 20, 2024



EXISTING ELEVATION - DEPOT ST 2

1/32" = 1'-0"

PROPOSED ELEVATION - DEPOT ST 1

1/32" = 1'-0"

0' 32' 64'

EXISTING AND PROPOSED ELEVATIONS

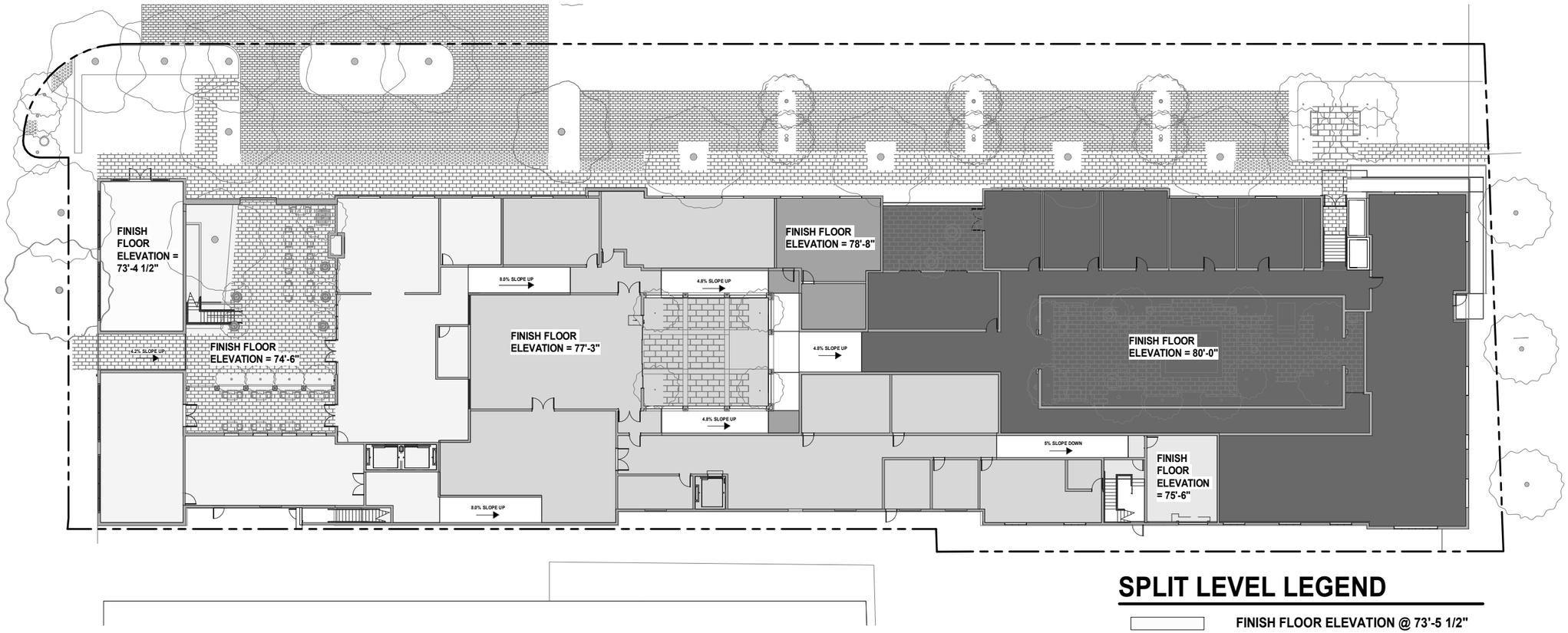
1/32"=1'-0" AP0.10

BDE ARCHITECTURE | ALDRIDGE DEVELOPMENT | ZAC | adobe associates, inc. civil engineering | land surveying | wastewater

THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024



SPLIT LEVEL LEGEND

- FINISH FLOOR ELEVATION @ 73'-5 1/2"
- FINISH FLOOR ELEVATION @ 74'-6"
- FINISH FLOOR ELEVATION @ 75'-6"
- FINISH FLOOR ELEVATION @ 77'-3"
- FINISH FLOOR ELEVATION @ 77'-6"
- FINISH FLOOR ELEVATION @ 78'-8"
- FINISH FLOOR ELEVATION @ 80'-0"

0' 32' 64'

PROJ NORTH
TRUE NORTH

1/32"=1'-0"

SPLIT LEVEL DIAGRAM

AP0.11

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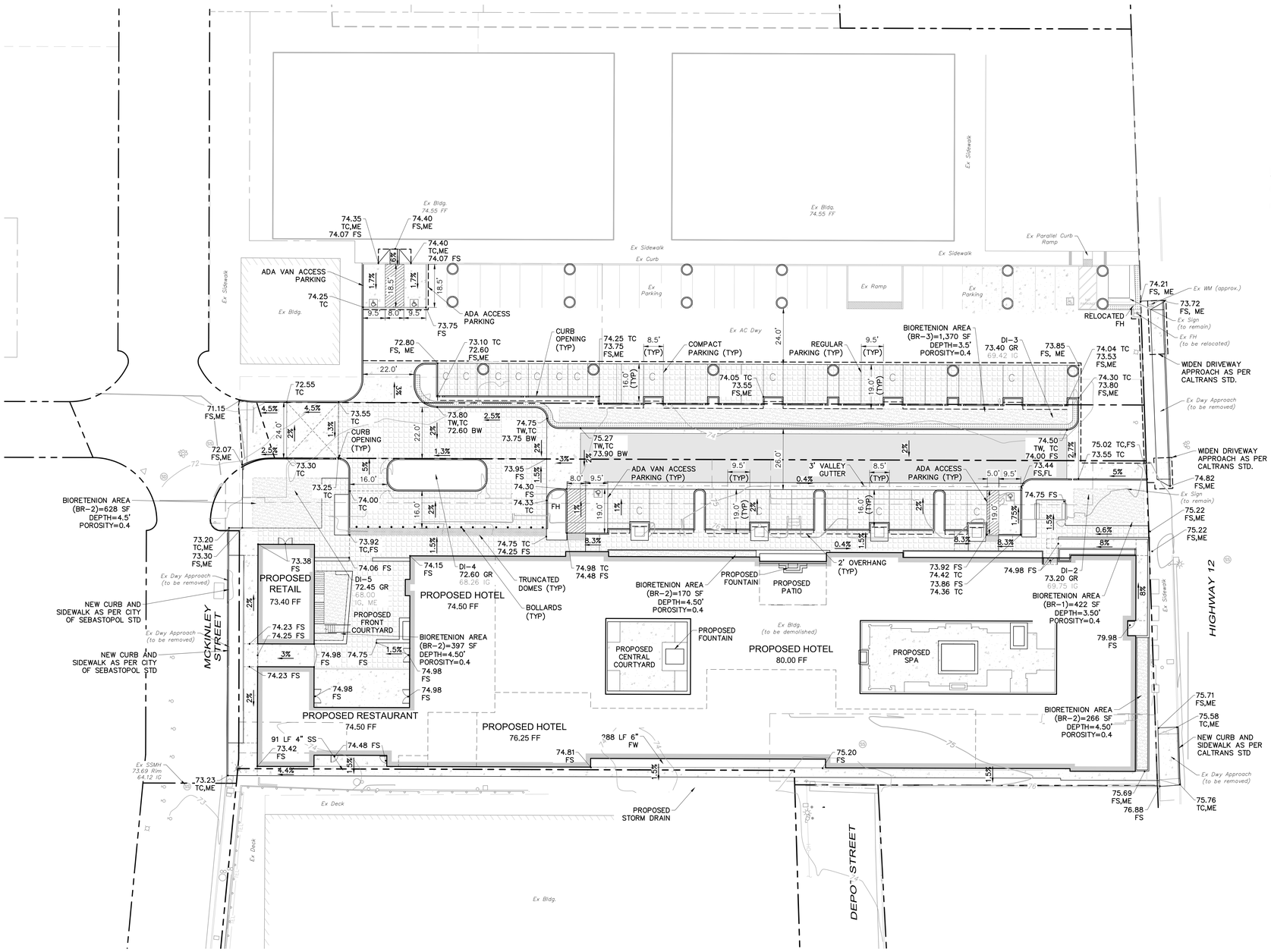
THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024



Graphic Scale: 1" = 20'

HATCHING LEGEND:

- ASPHALT PAVING
- 4" PCC OVER 4" CL II AB
- PERMEABLE PAVERS (SLD)
- BIO-RETENTION AREA

PRELIMINARY GRADING QUANTITIES:

CUT= 1560 CU YDS

FILL= 733 CU YDS

Hotel Parking Count (Hotel Guest Parking)	
Stall Type	**Parking Count**
Regular Space (Non EV) (19' X 9.5')	12
Compact (16' X 8.5')	4
ADA Access Standard (19' X 9.5')	1
ADA Van Access Standard (19' X 9.5')	1
Total Stalls	18

Community Market Parking Count (Commerical Parking)	
Stall Type	**Parking Count**
Regular Space (Non EV) (19' X 9.5')	41
Compact (16' X 8.5')	11
ADA Access Standard (19' X 9.5')	1
ADA Van Access Standard (19' X 9.5')	2
Total Stalls	55

BDE ARCHITECTURE

950 HOWARD STREET
SAN FRANCISCO
CA 94103

P (415) 677-0966

CLIENT

ALDRIDGE DEVELOPMENT

CONSULTANT

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1220 N. Dutton Ave., Santa Rosa, CA 95401
P. (707) 541-2300 F. (707) 541-2301
Website: www.adobeinc.com
"A Service You Can Count On!"

David R. Brown, PE 41833
My license expires 12/31/2026

THE BARLOW HOTEL

6782 SEBASTOPOL AVE.
SEBASTOPOL, CA

REV	ISSUE	DATE
	SD1	12.19.24

GRADING & DRAINAGE PLAN (HOTEL)

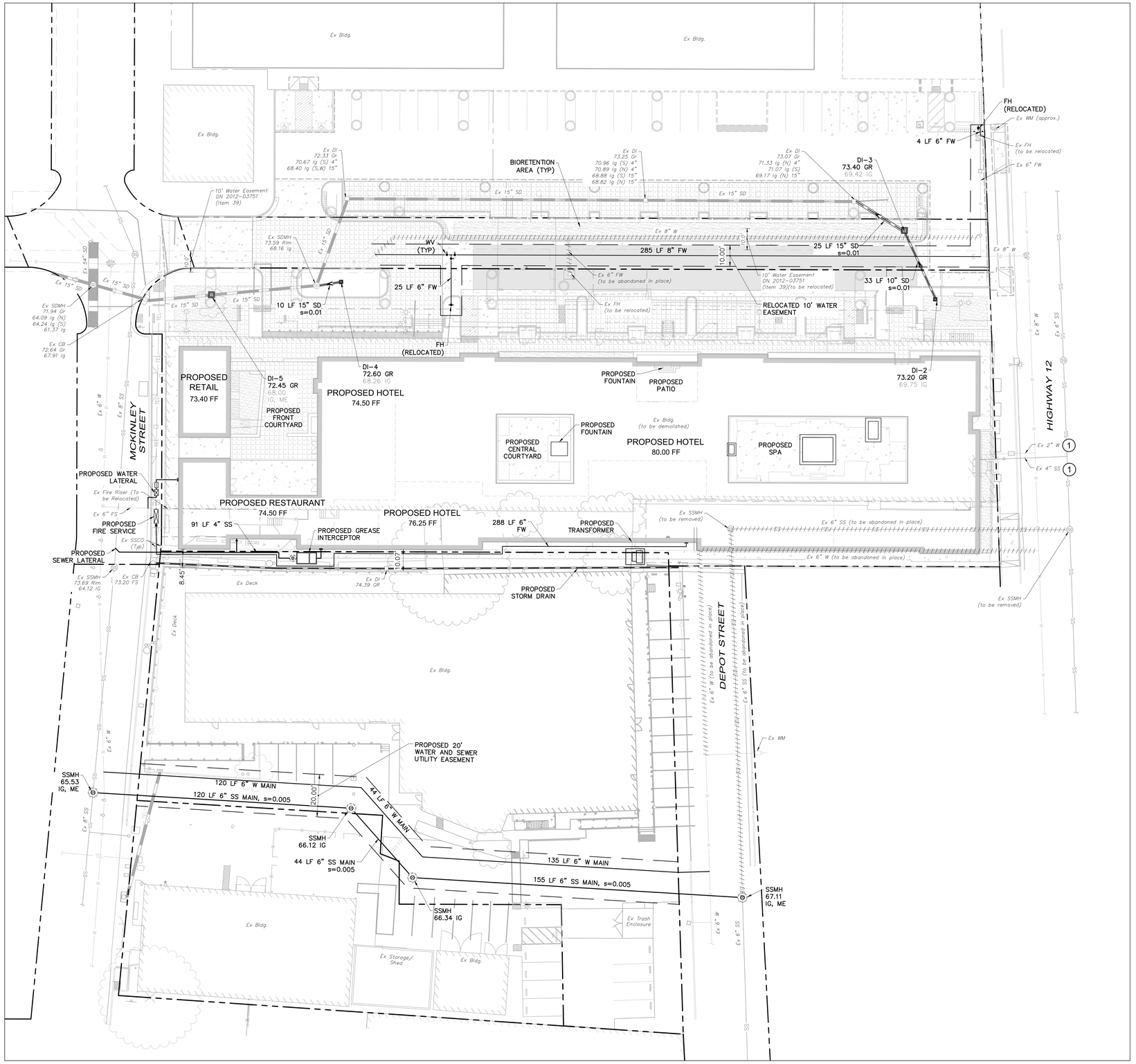
SHEET TITLE

SCALE As indicated

PROJ.# 24174 DRAWN BY RMS

SHEET SIZE 30 x 42

C1.0



KEY NOTES:

1. EXISTING SERVICES TO BE ABANDONED

20' 10' 0 10' 20' 40' 60'

Graphic Scale: 1" = 20'

HATCHING LEGEND:

- ASPHALT PAVING
- 4" PCC OVER 4" CL II AB
- PERMEABLE PAVERS (SLD)
- BIO-RETENTION AREA

BDE ARCHITECTURE

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No. 6531 REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

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THE BARLOW HOTEL

6782 SEBASTOPOL AVE.
SEBASTOPOL, CA

REV	ISSUE	DATE
	SD1	12.19.24

UTILITY PLAN (HOTEL)

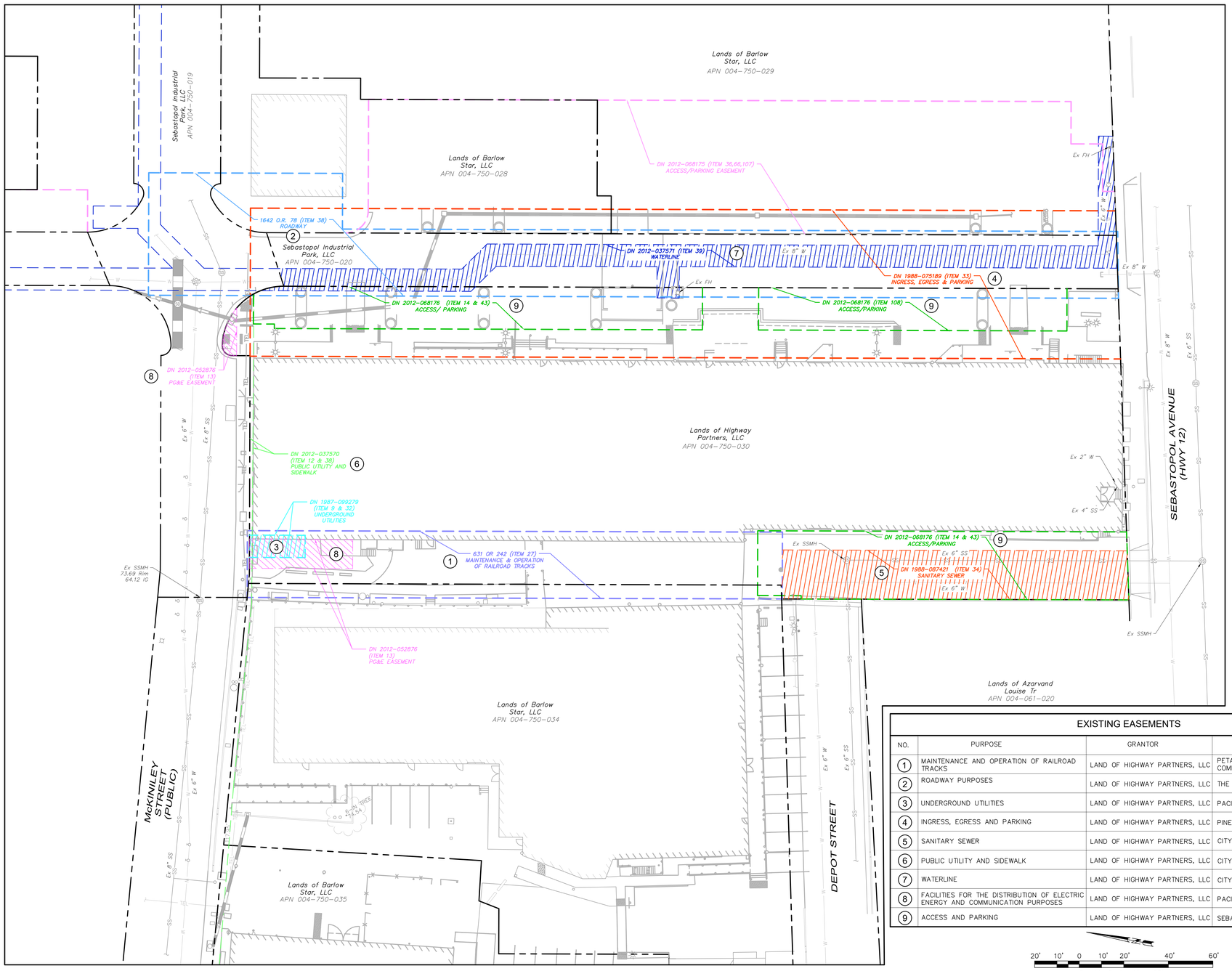
SHEET TITLE

SCALE As indicated

PROJ.# 24174 DRAWN BY RMS

SHEET SIZE 30 x 42

C2.0



EXISTING EASEMENTS

NO.	PURPOSE	GRANTOR	GRANTEE
1	MAINTENANCE AND OPERATION OF RAILROAD TRACKS	LAND OF HIGHWAY PARTNERS, LLC	PETALUMA AND SANTA ROSA RAILROAD COMPANY
2	ROADWAY PURPOSES	LAND OF HIGHWAY PARTNERS, LLC	THE BARLOW COMPANY
3	UNDERGROUND UTILITIES	LAND OF HIGHWAY PARTNERS, LLC	PACIFIC GAS AND ELECTRIC COMPANY
4	INGRESS, EGRESS AND PARKING	LAND OF HIGHWAY PARTNERS, LLC	PINE CREEK PROPERTIES, A PARTNERSHIP
5	SANITARY SEWER	LAND OF HIGHWAY PARTNERS, LLC	CITY OF SEBASTOPOL
6	PUBLIC UTILITY AND SIDEWALK	LAND OF HIGHWAY PARTNERS, LLC	CITY OF SEBASTOPOL
7	WATERLINE	LAND OF HIGHWAY PARTNERS, LLC	CITY OF SEBASTOPOL
8	FACILITIES FOR THE DISTRIBUTION OF ELECTRIC ENERGY AND COMMUNICATION PURPOSES	LAND OF HIGHWAY PARTNERS, LLC	PACIFIC GAS AND ELECTRIC COMPANY
9	ACCESS AND PARKING	LAND OF HIGHWAY PARTNERS, LLC	SEBASTOPOL INDUSTRIAL PARK

20' 10' 0 10' 20' 40' 60'

Graphic Scale: 1" = 20'

BDE ARCHITECTURE

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THE BARLOW HOTEL

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SEBASTOPOL, CA

REV	ISSUE	DATE
	SDT	12.19.24

EXISTING EASEMENT EXHIBIT

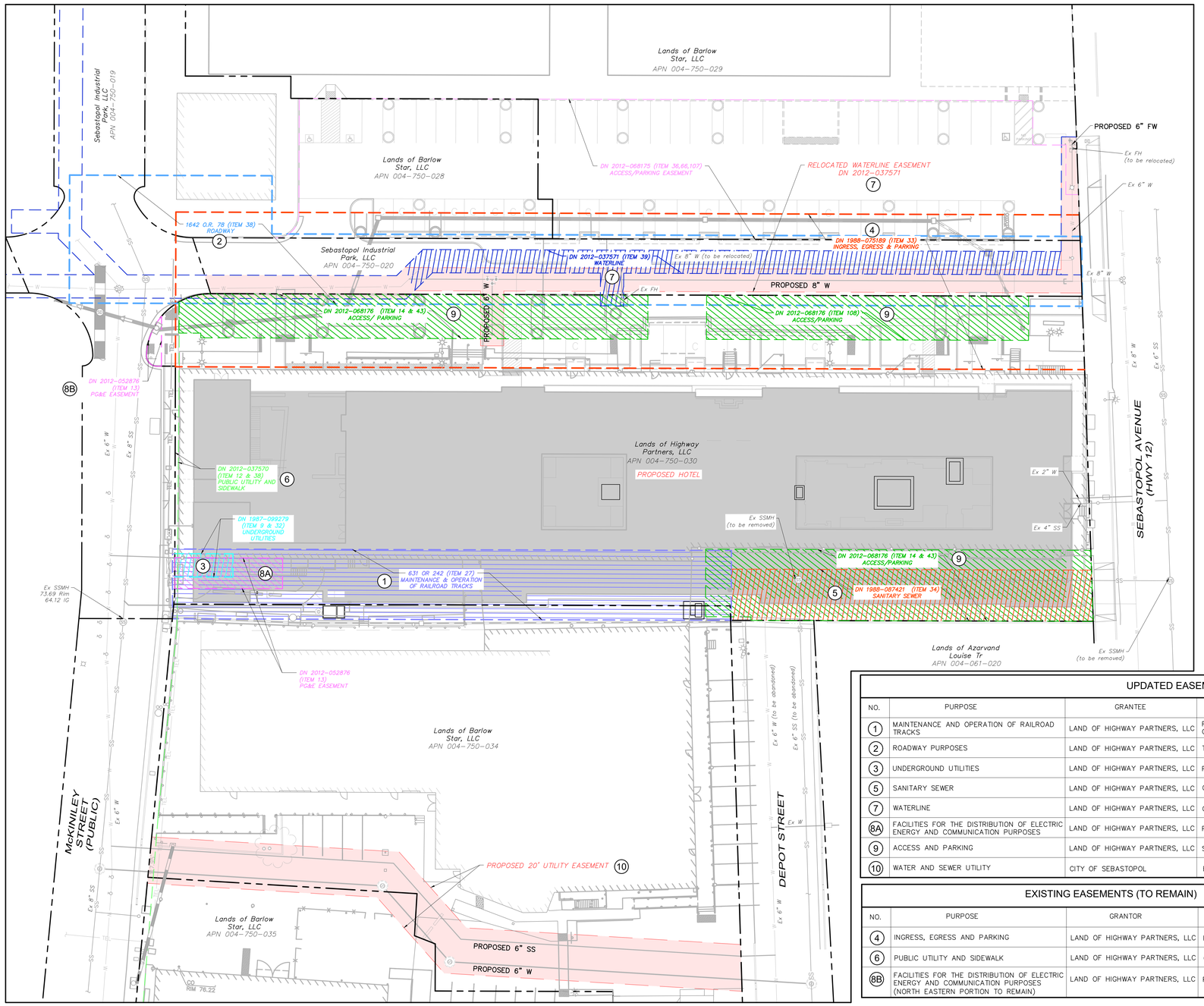
SHEET TITLE

SCALE As indicated

PROJ.# 24174 DRAWN BY RMS

SHEET SIZE 30 x 42

C3.0



20' 10' 0 10' 20' 40' 60'

Graphic Scale: 1" = 20'

UPDATED EASEMENTS

NO.	PURPOSE	GRANTEE	GRANTOR	MODIFICATION
1	MAINTENANCE AND OPERATION OF RAILROAD TRACKS	LAND OF HIGHWAY PARTNERS, LLC	PETALUMA AND SANTA ROSA RAILROAD COMPANY	TO BE QUITCLAIMED
2	ROADWAY PURPOSES	LAND OF HIGHWAY PARTNERS, LLC	THE BARLOW COMPANY	TO BE QUITCLAIMED
3	UNDERGROUND UTILITIES	LAND OF HIGHWAY PARTNERS, LLC	PACIFIC GAS AND ELECTRIC COMPANY	TO BE QUITCLAIMED
5	SANITARY SEWER	LAND OF HIGHWAY PARTNERS, LLC	CITY OF SEBASTOPOL	TO BE VACATED
7	WATERLINE	LAND OF HIGHWAY PARTNERS, LLC	CITY OF SEBASTOPOL	PORTION TO BE VACATED & NEW EASEMENT GRANTED
8A	FACILITIES FOR THE DISTRIBUTION OF ELECTRIC ENERGY AND COMMUNICATION PURPOSES	LAND OF HIGHWAY PARTNERS, LLC	PACIFIC GAS AND ELECTRIC COMPANY	PORTION TO BE QUITCLAIMED
9	ACCESS AND PARKING	LAND OF HIGHWAY PARTNERS, LLC	SEBASTOPOL INDUSTRIAL PARK, LLC	TO BE QUITCLAIMED
10	WATER AND SEWER UTILITY	CITY OF SEBASTOPOL	BARLOW STAR, LLC	PROPOSED

EXISTING EASEMENTS (TO REMAIN)

NO.	PURPOSE	GRANTOR	GRANTEE
4	INGRESS, EGRESS AND PARKING	LAND OF HIGHWAY PARTNERS, LLC	PINE CREEK PROPERTIES, A PARTNERSHIP
6	PUBLIC UTILITY AND SIDEWALK	LAND OF HIGHWAY PARTNERS, LLC	CITY OF SEBASTOPOL
8B	FACILITIES FOR THE DISTRIBUTION OF ELECTRIC ENERGY AND COMMUNICATION PURPOSES (NORTH EASTERN PORTION TO REMAIN)	LAND OF HIGHWAY PARTNERS, LLC	PACIFIC GAS AND ELECTRIC COMPANY

BDE ARCHITECTURE

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THE BARLOW HOTEL

6782 SEBASTOPOL AVE.
SEBASTOPOL, CA

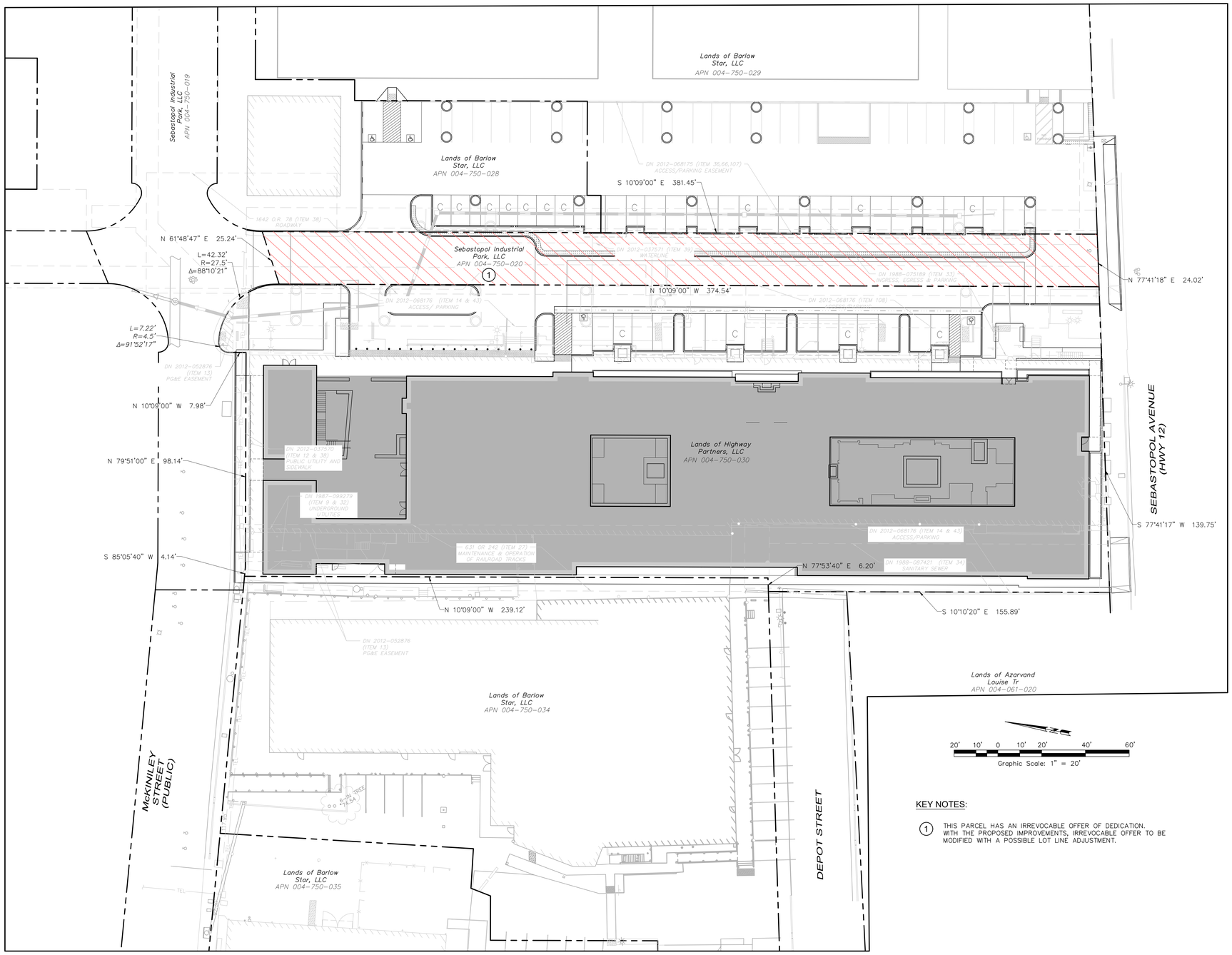
REV	ISSUE	DATE
	SD1	12.19.24

PROPOSED/MODIFIED EASEMENT EXHIBIT

SHEET TITLE

SCALE	As indicated		
PROJ. #	24174	DRAWN BY	RMS
SHEET SIZE	30 x 42		

C3.1



KEY NOTES:

1. THIS PARCEL HAS AN IRREVOCABLE OFFER OF DEDICATION. WITH THE PROPOSED IMPROVEMENTS, IRREVOCABLE OFFER TO BE MODIFIED WITH A POSSIBLE LOT LINE ADJUSTMENT.

BDE ARCHITECTURE

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SAN FRANCISCO
CA 94103

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No. 6920
RENEWAL 08/31/2025
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA

David R. Brown, PE 41833
My license expires 12/31/2026

THE BARLOW HOTEL

6782 SEBASTOPOL AVE.
SEBASTOPOL, CA

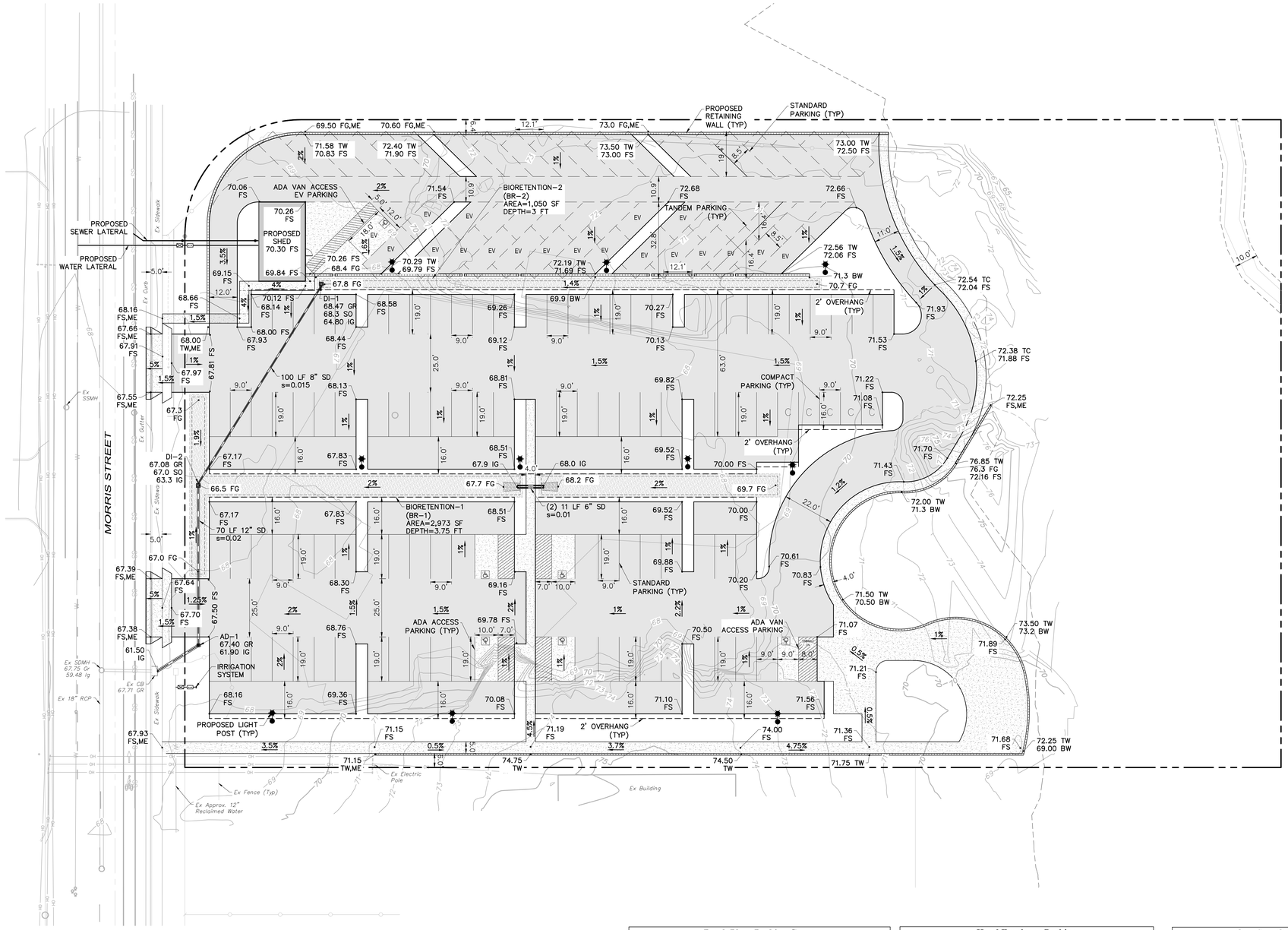
REV	ISSUE	DATE
	SD1	12.19.24

PROPERTY LINE EXHIBIT

SHEET TITLE

SCALE	As indicated
PROJ.# 24174	DRAWN BY RMS
SHEET SIZE	30 x 42

C3.2



HATCHING LEGEND:

- TI=5, 2.5" AC OVER 6" CL II AB
- 3" PCC OVER 3" CL II AB
- BIO-RETENTION AREA

PRELIMINARY GRADING QUANTITIES:

CUT= 1677 CU YDS

FILL= 1601 CU YDS

NOTE:

THE GRADING QUANTITY IS CALCULATED FROM EXISTING GRADE TO THE SUBGRADE SECTION OF THE PAVEMENT AS ALLOWED BY CITY OF SEBASTOPOL CODE SECTION 15.90.030–15.90.070.

20' 10' 0 10' 20' 40' 60'

Graphic Scale: 1" = 20'

Batch Plant Parking Count	
Stall Type	Parking Count
Regular Space (Non EV) (19' X 9')	95
ADA Access Standard (19' X 10')	4
ADA Access Van (19' X 9')	1
Vallet Parking (EV) (23.4' X 8.5')	18
ADA Access Van (EV) (18' X 12')	1
Compact (16' X 9')	5
Vallet Parking (Compact 16' X 9') (Reg 8.5' X 19')	108
Total Stalls	232

Hotel Employee Parking	
Stall Type	Parking Count
Regular Space (Non EV) (19' X 9')	54
ADA Access Standard (19' X 10')	2
ADA Access Van (19' X 9')	1
Vallet Parking (EV) (23.4' X 8.5')	12
ADA Access Van (EV) (18 'X 12')	1
Total Stalls	70

Hotel Guest Parking	
Stall Type	Parking Count
Vallet Parking (Compact 16' X 9') (Reg 8.5' X 19')	52

Overflow Commerical Parking	
Stall Type	Parking Count
Regular Space (Non EV) (19' X 9')	41
ADA Access Standard (19' X 10')	2
ADA Access Van (19' X 9')	0
Vallet Parking (EV) (23.4' X 8.5')	6
ADA Access Van (EV) (18' X 12')	0
Compact (16' X 9')	5
Vallet Parking (Compact 16' X 9') (Reg 8.5' X 19')	56
Total Stalls	110

BDE ARCHITECTURE

950 HOWARD STREET
SAN FRANCISCO
CA 94103

P (415) 677-0966

CLIENT

ALDRIDGE DEVELOPMENT

CONSULTANT

adobe associates, inc.
civil engineering | land surveying | wastewater
1220 N. Dutton Ave., Santa Rosa, CA 95401
P. (707) 541-2300 F. (707) 541-2301
Website: www.adobeinc.com
"A Service You Can Count On!"

David R. Brown, PE 41833
My license expires 12/31/2026

THE BARLOW HOTEL

6782 SEBASTOPOL AVE.
SEBASTOPOL, CA

REV	ISSUE	DATE
	SD1	12.19.24

GRADING AND DRAINAGE PLAN (PARKING LOT)

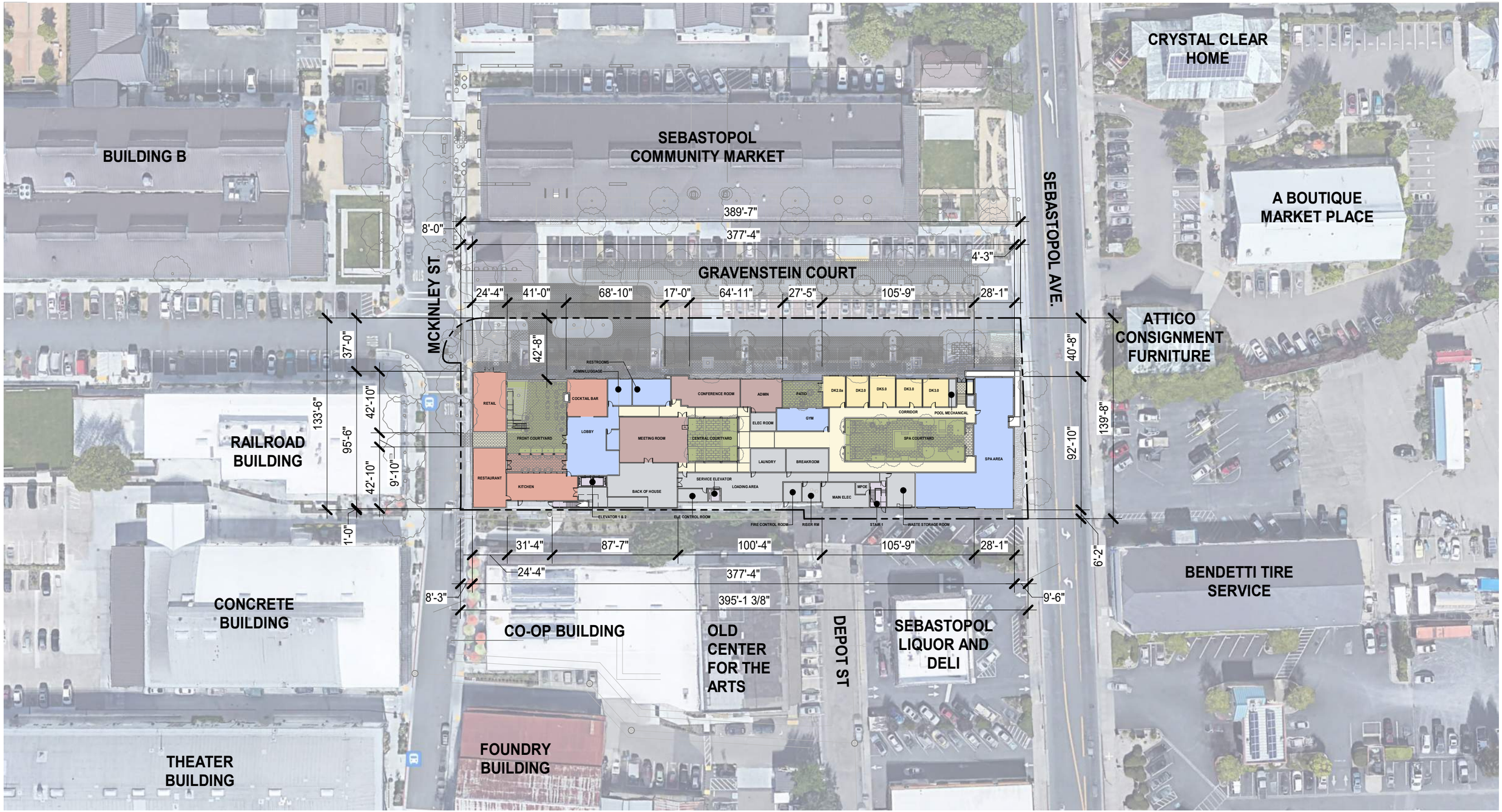
SHEET TITLE

SCALE As indicated

PROJ.# 24174 DRAWN BY RMS

SHEET SIZE 30 x 42

C4.0



0' 1' 2'

PROJ NORTH
TRUE NORTH

SITE PLAN - FLOOR 1

1/64"=1'-0"

AP1.01

BDE ARCHITECTURE

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ZAC LANDSCAPE ARCHITECTS

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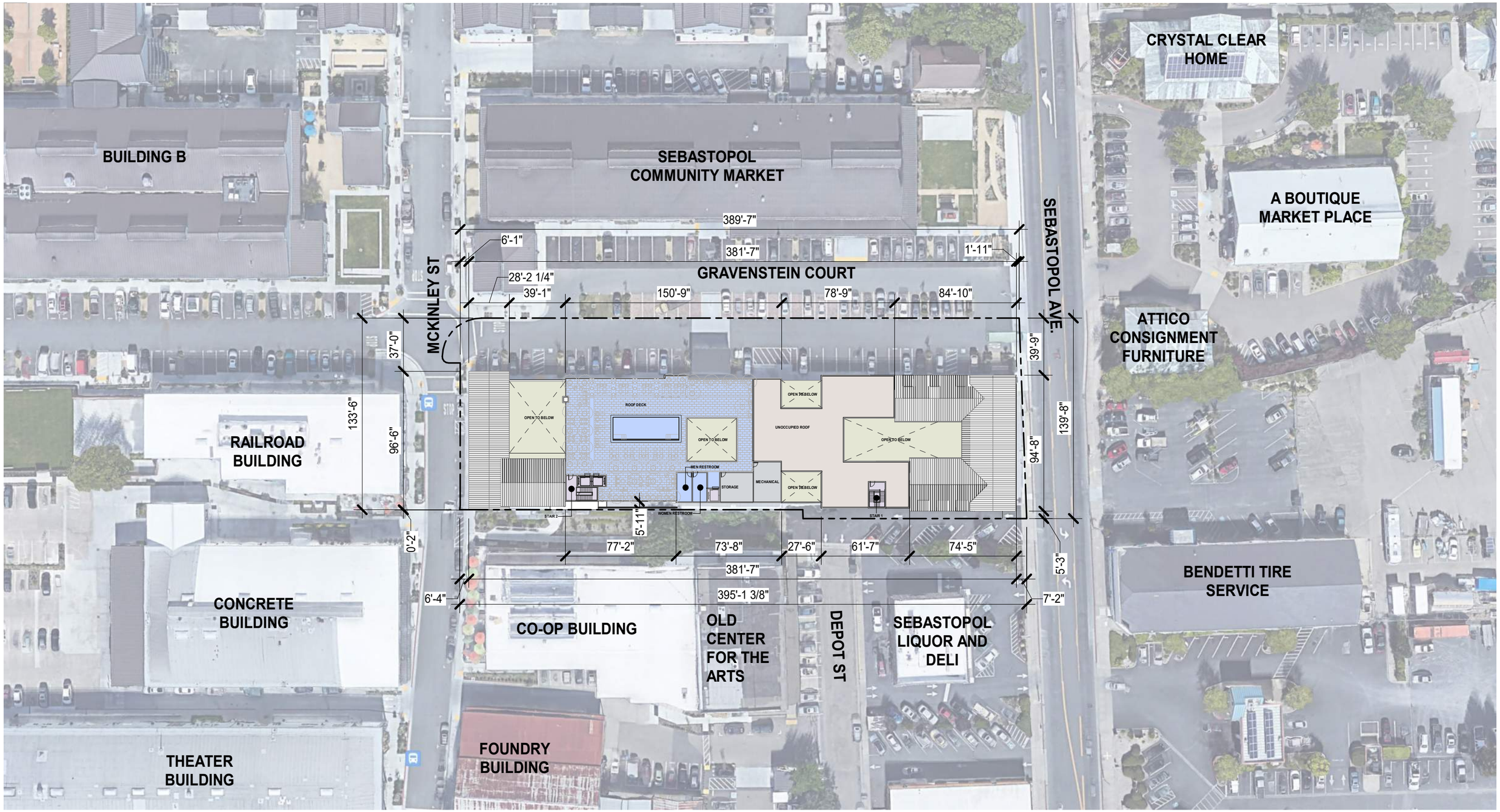
THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024



0' 1' 2'

PROJ NORTH
TRUE NORTH

SITE PLAN - ROOF

1/64"=1'-0"

AP1.02

ARCHITECTURE

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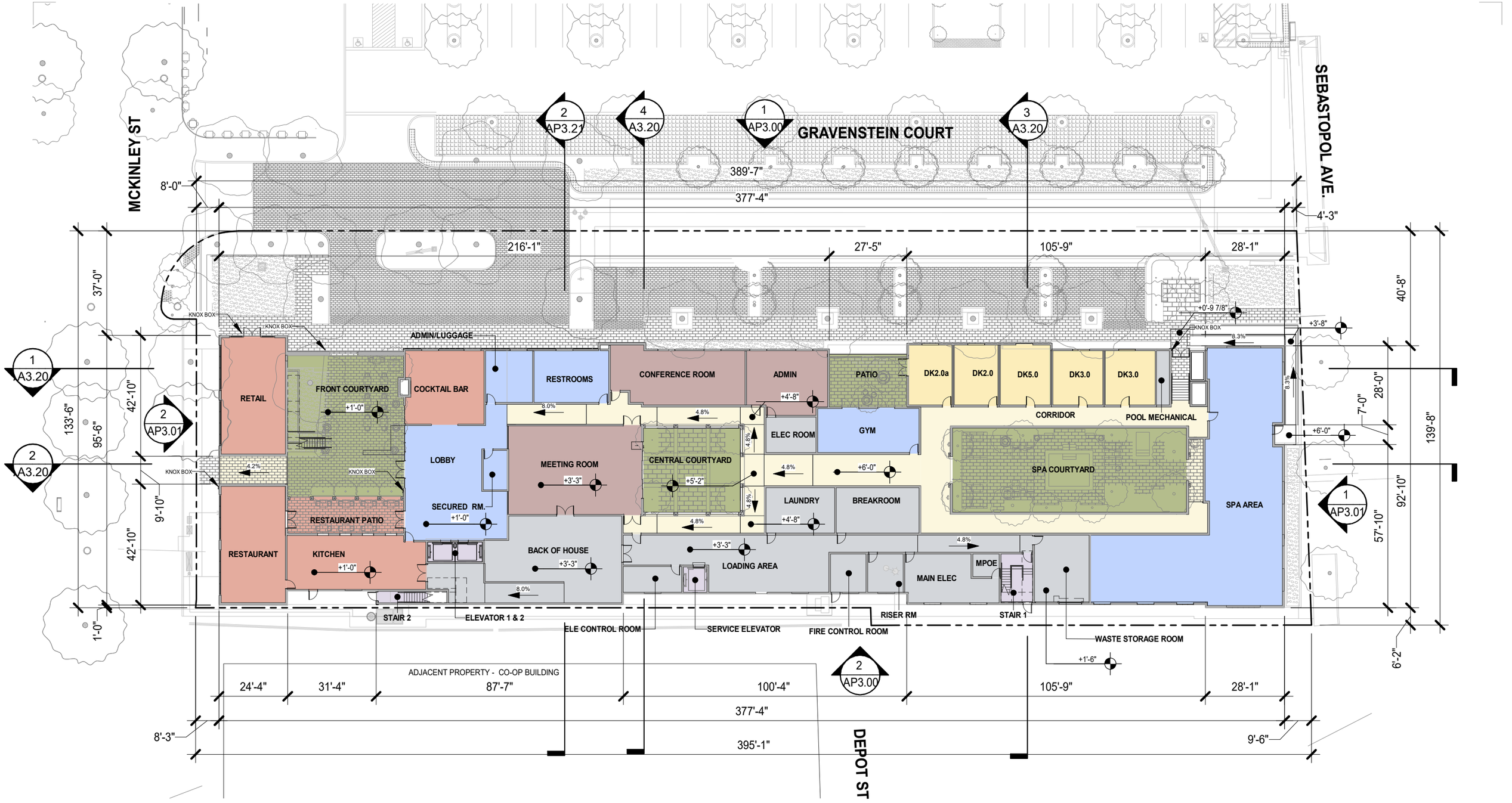
SEBASTOPOL, CA

DECEMBER 20, 2024



FLOOR 1 - PLAN

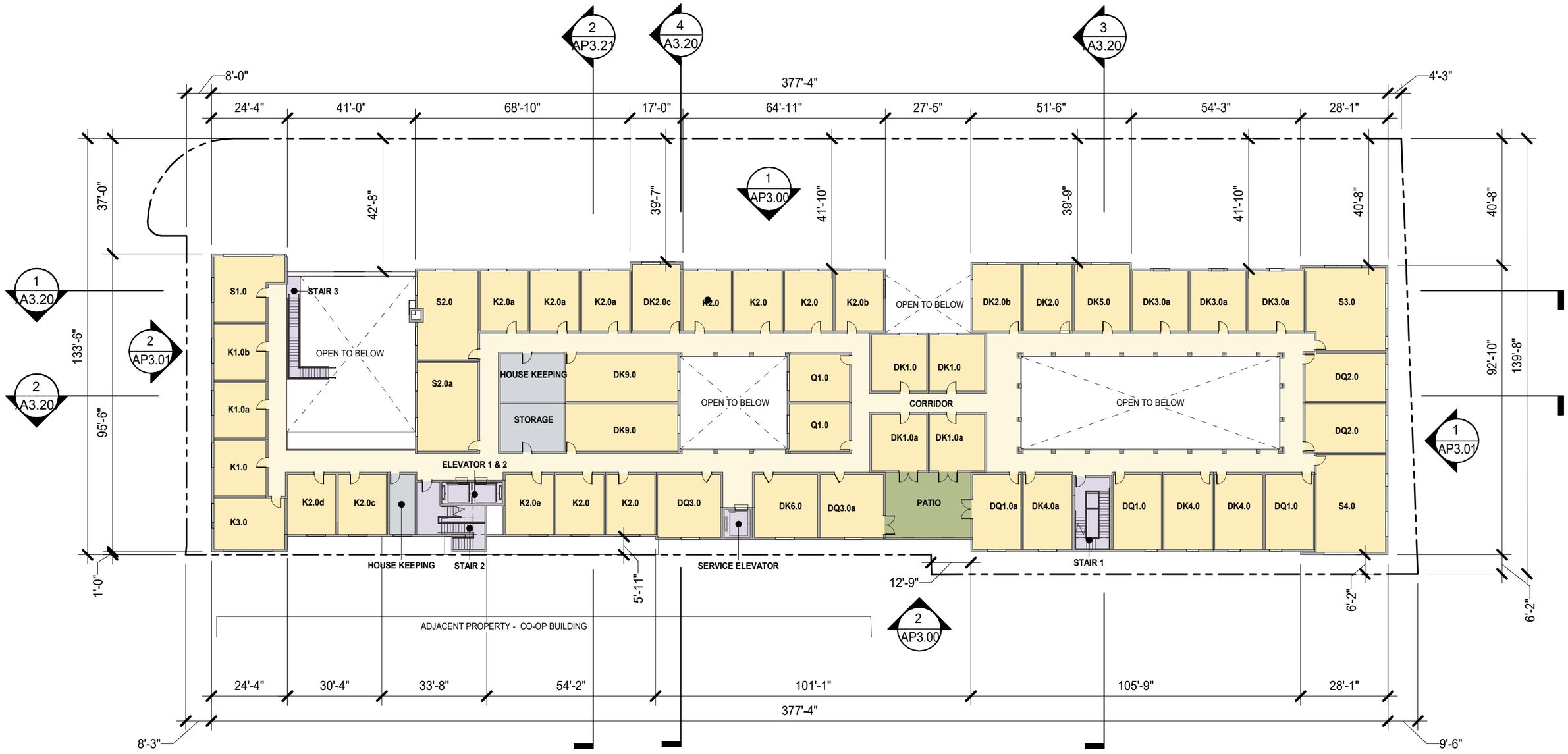
1/32"=1'-0"

AP2.01

THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024



FLOOR 2 - PLAN

1/32"=1'-0"

AP2.02

ARCHITECTURE

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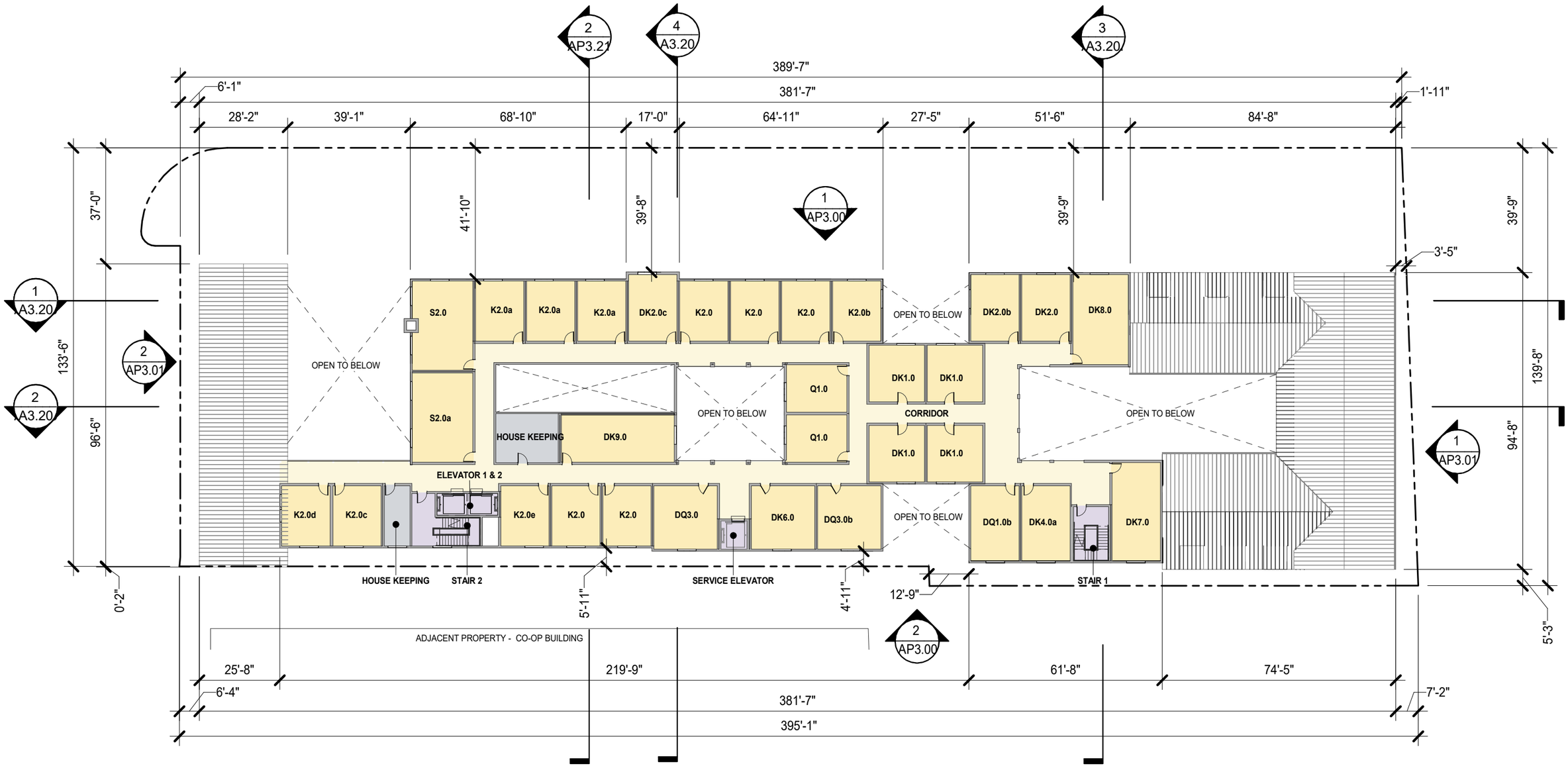
DECEMBER 20, 2024



0' 32' 64'

PROJ NORTH
TRUE NORTH

FLOOR 3 - PLAN

1/32"=1'-0"

AP2.03

BDE ARCHITECTURE

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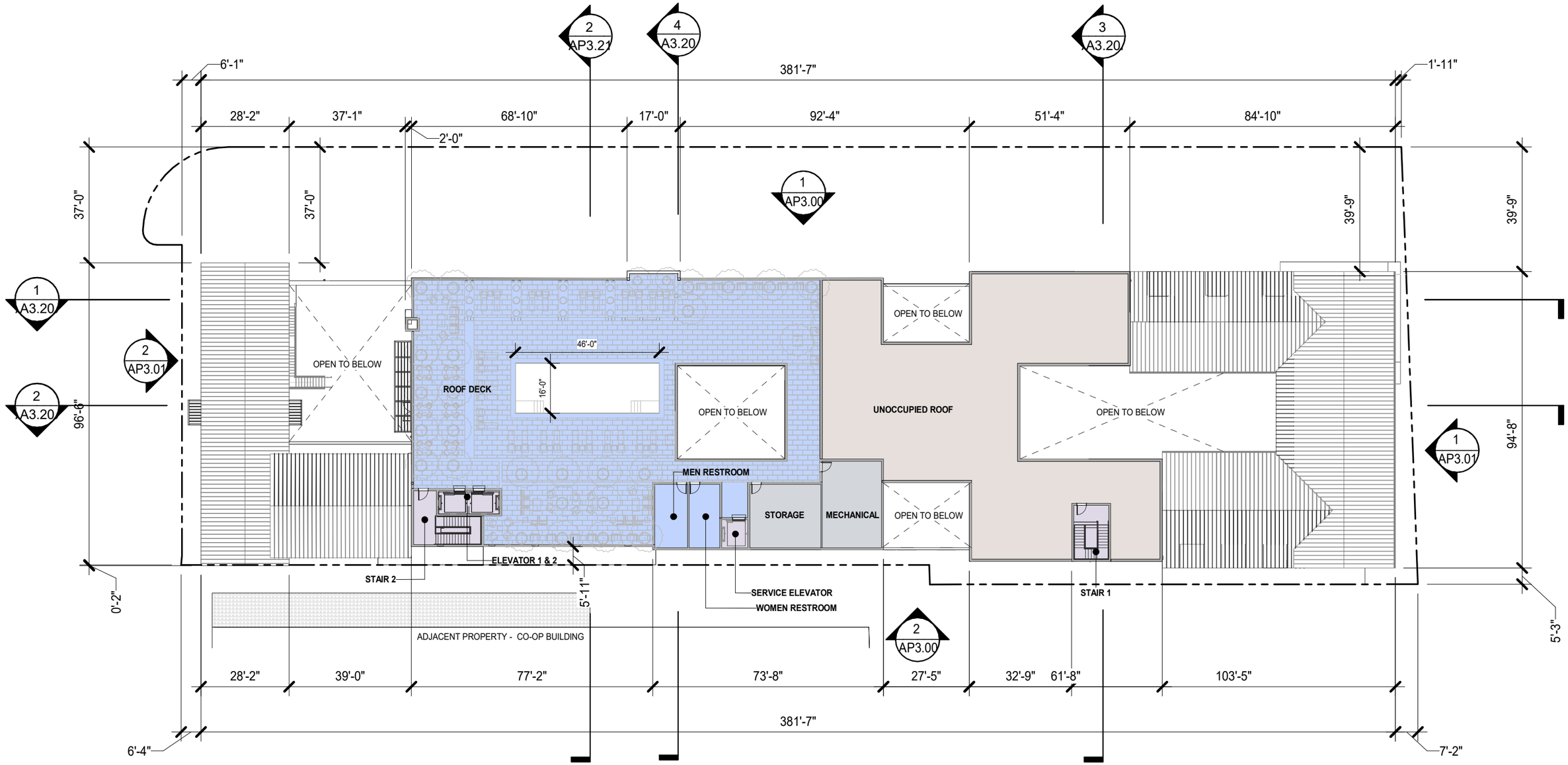


0' 32' 64'

PROJ NORTH
TRUE NORTH

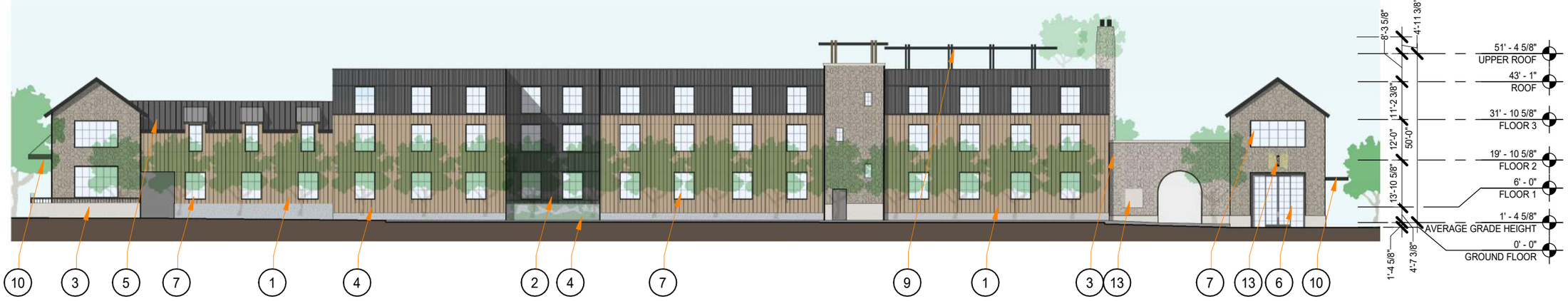
ROOF - PLAN

1/32"=1'-0"

AP2.04

BUILDING ELEVATION - WEST 2

1/32" = 1'-0"

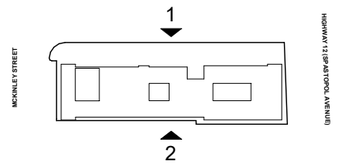


BUILDING ELEVATION - EAST 1

1/32" = 1'-0"

MATERIAL SHEET NOTE

1	WOOD TONE SIDING	4	SMOOTH CONCRETE	7	ALUMINUM/VINYL WINDOW	10	METAL AWNING	13	SIGNAGE
2	METAL PANEL SIDING	5	STANDING SEAM ROOF	8	METAL RAILING	11	TUMBLED STONE PAVER	14	OVERHEAD DOOR
3	STONE VENEER OR SMOOTH CONCRETE	6	GLAZING	9	WOOD/METAL TRELLIS	12	PAVING-WASHED CONCRETE		



0' 32' 64'

ELEVATIONS

1/32"=1'-0"

AP3.00

BDE ARCHITECTURE | ALDRIDGE DEVELOPMENT | ZAC | adobe associates, inc. civil engineering | land surveying | wastewater

THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024

BUILDING ELEVATION - NORTH 2

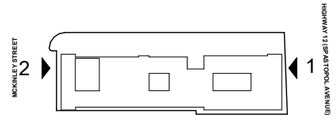
1/32" = 1'-0"

BUILDING ELEVATION - SOUTH 1

1/32" = 1'-0"

MATERIAL SHEET NOTE

1. WOOD TONE SIDING
2. METAL PANEL SIDING
3. STONE VENEER OR SMOOTH CONCRETE
4. SMOOTH CONCRETE
5. STANDING SEAM ROOF
6. GLAZING
7. ALUMINUM/VINYL WINDOW
8. METAL RAILING
9. WOOD/METAL TRELLIS
10. METAL AWNING
11. TUMBLED STONE PAVER
12. PAVING-WASHED CONCRETE
13. SIGNAGE
14. OVERHEAD DOOR



0' 32' 64'

ELEVATIONS

1/32"=1'-0"

AP3.01

BDE ARCHITECTURE

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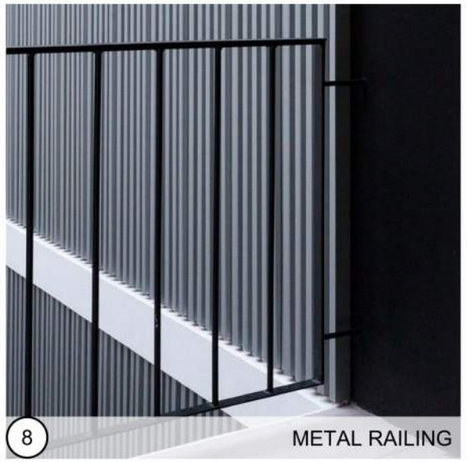
1 WOOD TONE SIDING

3 STONE VENEER

6 GLAZING SYSTEM



8 METAL RAILING

11 TUMBLED STONE PAVER

2 METAL PANEL SIDING

4 3 SMOOTH CONCRETE

5 STANDING SEAM ROOF

7 ALUMINUM/VINYL WINDOW

9 WOOD / METAL TRELLIS

10 METAL AWNING

12 PAVING - WASHED CONCRETE

MATERIAL BOARD

AP3.10

BDE ARCHITECTURE

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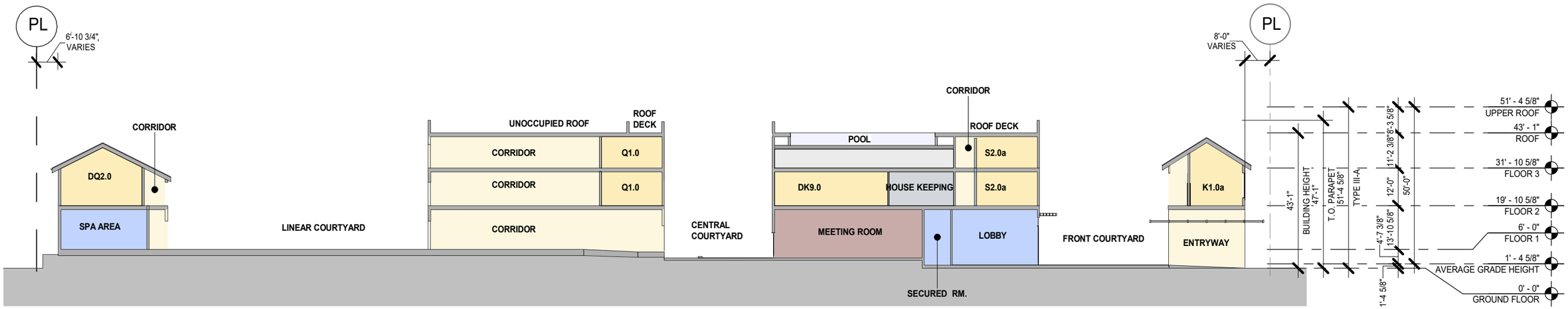
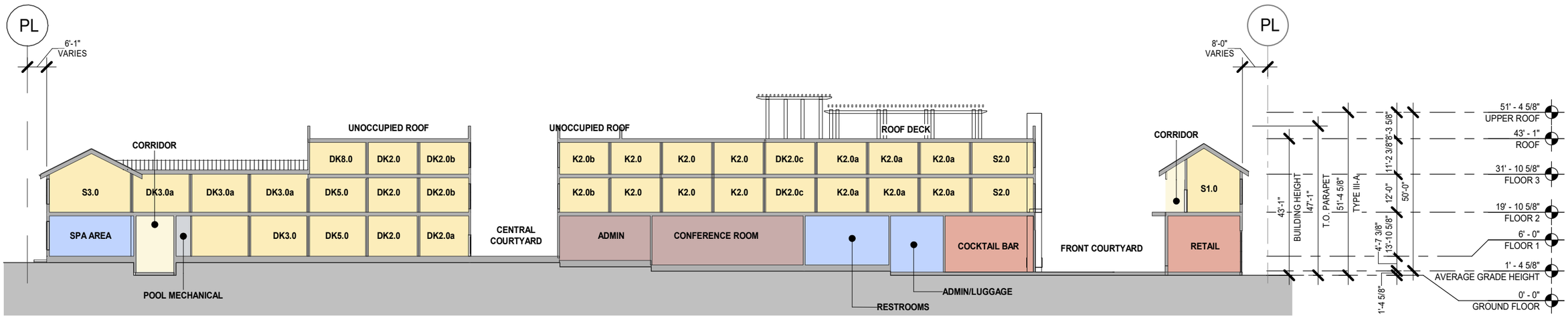


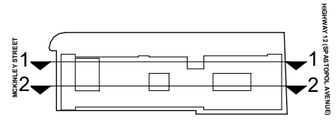
BUILDING SECTION - NORTH/SOUTH 2

1/32" = 1'-0"



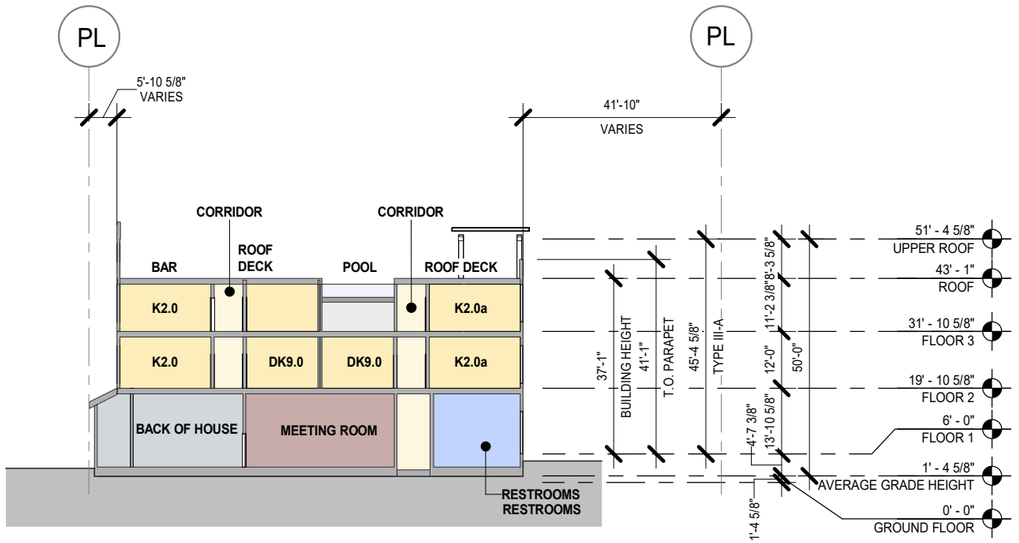
BUILDING SECTION - NORTH/SOUTH 1

1/32" = 1'-0"



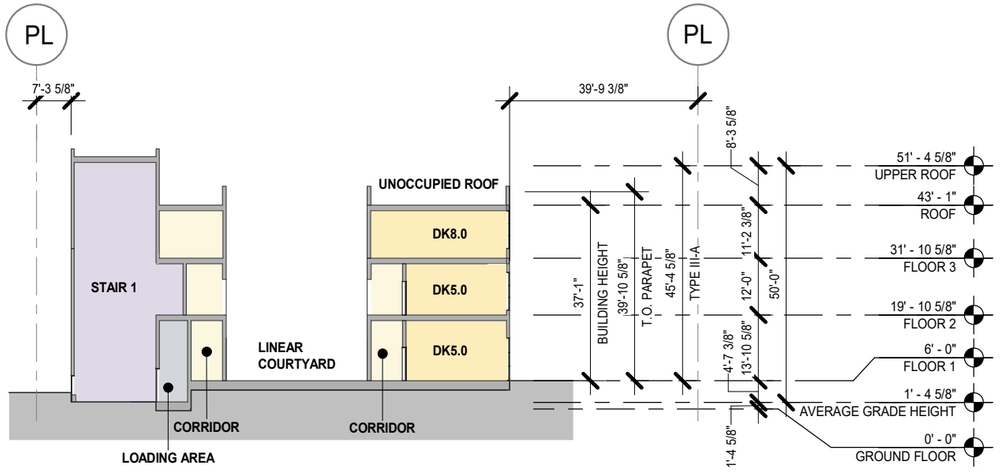
0' 32' 64'

SECTIONS 1/32"=1'-0" **AP3.20**



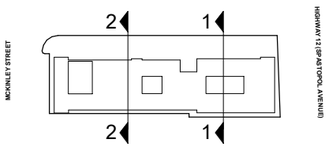
BUILDING SECTION - EAST/WEST 2

1/32" = 1'-0"



BUILDING SECTION - EAST/WEST 1

1/32" = 1'-0"



0' 32' 64'

SECTIONS 1/32"=1'-0" **AP3.21**

ARCHITECTURE

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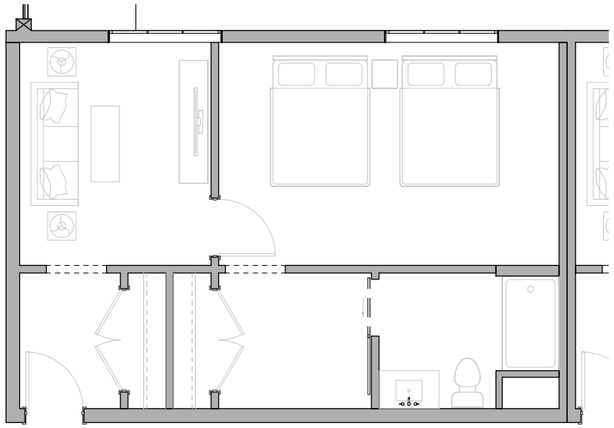
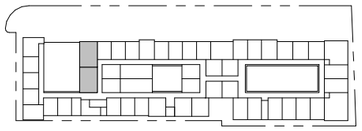
SEBASTOPOL, CA

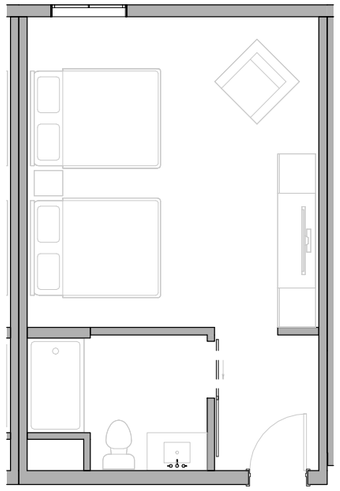
DECEMBER 20, 2024



S2.0



KEY PLAN - FLOOR 2-3



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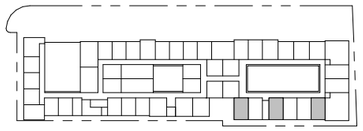
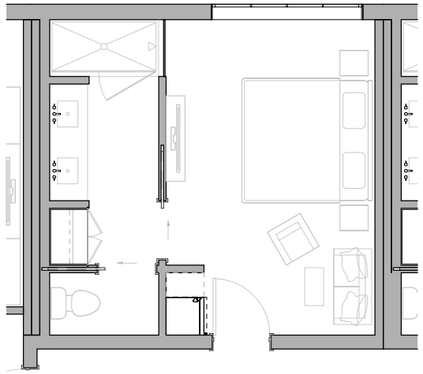


KEY PLAN - FLOOR 1-3



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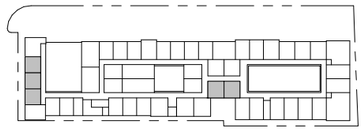
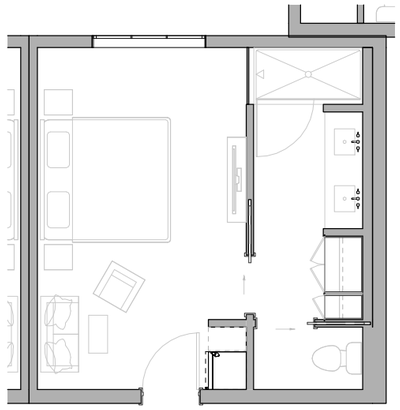


KEY PLAN - FLOOR 1-3



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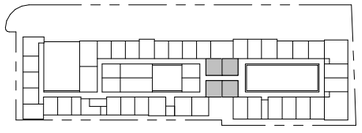
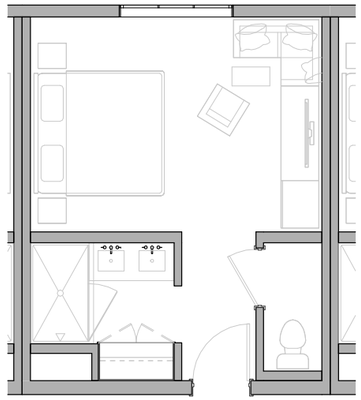


KEY PLAN - FLOOR 2-3



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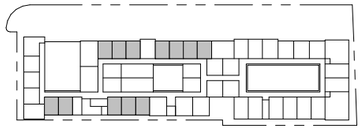
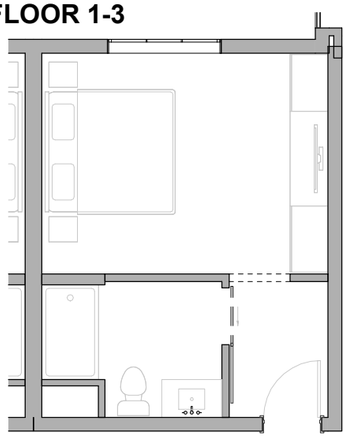


KEY PLAN - FLOOR 1-3



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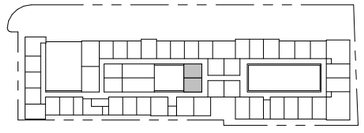

KEY PLAN - FLOOR 2-3

0' 4' 8' 16'

GUEST ROOM PLANS

1/8"=1'-0"

AP4.00

BDE ARCHITECTURE

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THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024

TERIALS LEGEND

- ASPHALT PAVING
- CONCRETE PAVING
- PERMEABLE PAVER TYPE 1 VEHICULAR
- PERMEABLE PAVER TYPE 2 VEHICULAR
- PERMEABLE PAVER TYPE 3 PEDESTRIAN
- UNIT PAVER PEDESTRIAN
- BIORETENTION PLANTING
- GENERAL PLANTING
- HEDGE
- PLANTER POTS

LANDSCAPE SITE PLAN

L1.0

THE BARLOW HOTEL

DECEMBER 20, 2024

BDE ARCHITECTURE

ALDRIDGE DEVELOPMENT

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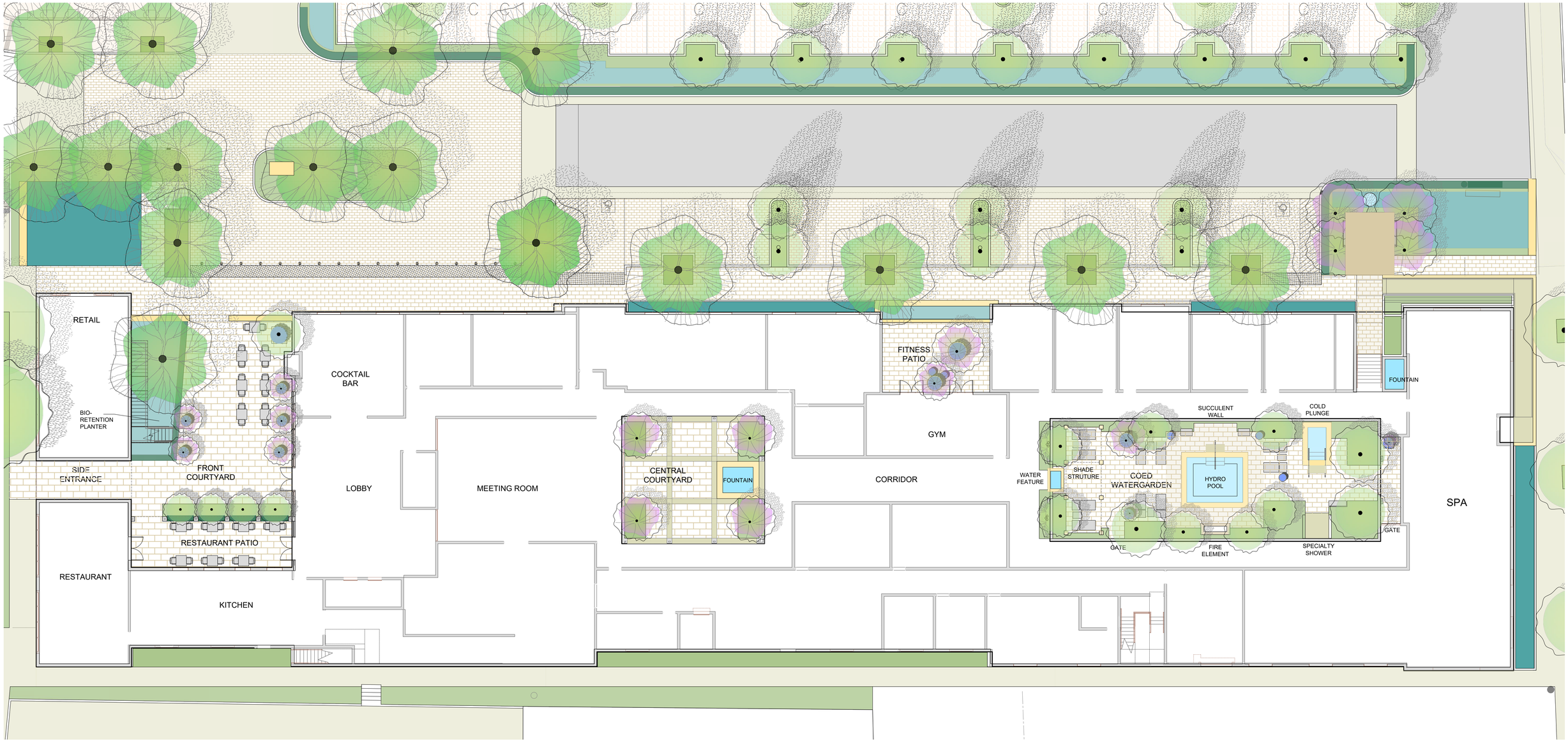
405 East D Street Suit H
Petaluma, California 94952
(707) 696-2967
sr@zaclandscape.com



MATERIALS LEGEND

- CONCRETE PAVING
- UNIT PAVER PEDESTRIAN
- PLANTER POTS
- BIORETENTION PLANTING
- GENERAL PLANTING
- HEDGE

0' 10' 20'

NORTH

LANDSCAPE COURTYARD PLAN L1.01

THE BARLOW HOTEL

DECEMBER 20, 2024

BDE ARCHITECTURE

ALDRIDGE DEVELOPMENT

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405 East D Street Suit H
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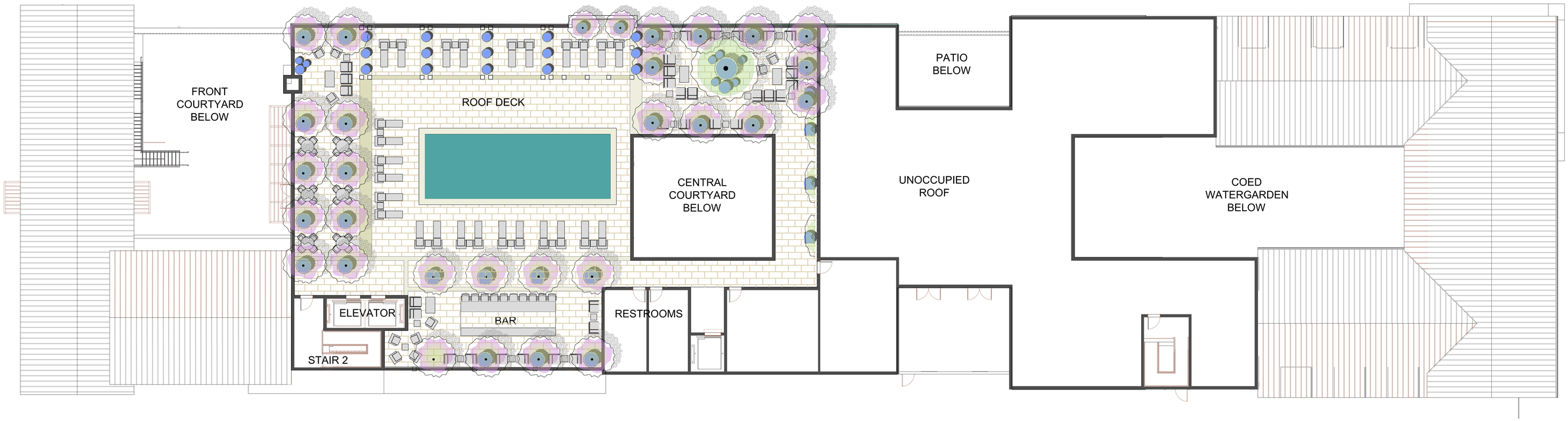
(707) 696-2967
sr@zaclandscape.com



MATERIALS LEGEND

CONCRETE PAVING

UNIT PAVER
PEDESTRIAN

PLANTER POTS

0' 10' 20'

LANDSCAPE ROOF PLAN L1.1

THE BARLOW HOTEL

DECEMBER 20, 2024

Landscape Architects, Inc.
405 East D Street Suit H
Petaluma, California 94952
(707) 696-2967
sr@zaclandscape.com

PLANTING LEGEND

MAPLE TREES TO MATCH EXISTING
-24"' BOX
-ACER RUBRUM OCTOBER GLORY
-ACER COLUNMARE

SPECIMEN TREE
-36" BOX
-PLATANUS ACERIFOLIA
-OLEA EUROPAEA (NON FRUITING)
-ULMUS PARVIFOLIA

COLUMNAR TREE
-36" BOX
-MAGNOLIA GRANDIFLORA COUMNARE
-ACER RUBRUM COLUNMNARE
-ACER F. ARMSTRONG

ACCENT TREES
15 GAL. TO 36" BOX
-SEE GENERAL PLANTING L2.1

PLANTER POTS
-SEE GENERAL PLANTING L2.1

BIORETENTION PLANTING
-SEE SHEET L2.1

GENERAL PLANTING
-SEE SHEET L2.1

HEDGE
-1 TO 5 GAL.
-BUXUS M. J. WINTER GEM

PLANTING SITE PLAN

L2.0

THE BARLOW HOTEL

DECEMBER 20, 2024

BDE ARCHITECTURE

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Landscape Architects, Inc.
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Petaluma, California 94952
(707) 696-2987
sr@zaclandscape.com

BIORETENTION PLANTING LEGEND

CODE	BOTANICAL NAME	COMMON NAME	SIZE	D	E	N	Dr	BIO		GENERAL DESCRIPTION
TREE LEGEND										
ACE CIR	ACER CIRCINATUM	VINE MAPLE	15 GAL	D		N		**M**	B	DE,5-35H ORG/RED FALL CLR SHADE RIPARIAN HIGH & BIORETENTION
ACE DAV	ACER DAVIDII	DAVID'S MAPLE	15 GAL	D		N		**M**	B	DEC 20-35H20-35W SHINY GRN BRK GLOSSY GRN LVS ORG/RED/PURP FALL CLR PT SHADE F
AES CAR	AESCULUS CARNEA	RED HORSE CHESTNUT	15 GAL	D			Dr	**M**	B	DEC 25-40H 20-30W FUSCHIA RED FRGT LRG LVS
CER CAN	CERCIS CANADENSIS	REDBUD	15 GAL				Dr	**M**	B	F DEC 20-30H 20-30W PNK
MAG GRA D	MAGNOLIA G. DD BLANCHARD	BLANCHARD MAGNOLIA	15 GAL	D				**M**	B	EV 20-25H10-15W WHT 5" FLWR DK GRN RUST LVS ESPALIER
MAG GRA L	MAGNOLIA GRANDIFLORA LITTLE GEM	LITTLE GEM MAGNOLIA	15 GAL	D				**M**	B	EV 20-25H10-15W WHT 5" FLWR DK GRN RUST LVS ESPALIER
QUE AGR	QUERCUS AGRIFOLIA	CALIF. LIVE OAK	15 GAL	D		N	Dr	**VL**	B	EV 50-70H 50-70W RIPARIAN HIGH & BIORENTION
QUE LOB	QUERCUS LOBATA	VALLEY OAK	15 GAL	D		N	Dr	**L**	B	DEC 70H 70W YEL FALL CL RIPARIAN MID-HIGH & BIORETENTION
SAL LAS	SALIX LASIOLEPIS	ARROYO WILLOW	15 GAL			N		**H**	B	DEC 6-50H NARROW ROUNDED LVS STREAM BANKS THICKETS MF CATKINS RIPARIAN LOW-MID-HIGH & BIORETENTION
SAL LAE	SALIX LAEVIGATA	RED WILLOW	15 GAL			N		**H**	B	RIPARIAN LOW-MID-HIGH & BIORENTION

CODE	BOTANICAL NAME	COMMON NAME	SIZE	D	E	N	Dr			GENERAL DESCRIPTION
SHRUB & PERENNIAL										
CAL OCC	CALYCANTHUS OCCIDENTALIS	SPICEBUSH	5 GAL	D		N	Dr	**L**	B	DEC 4-12H 4-12W RED/BROWN FRAG bnd
CAR CAL	CARPENTERIA CALIFORNICA	BUSH ANEMONE	5 GAL	D		N	Dr	**M**	B	F EV 4-6H 4-6W SNGL WHT SPR-SUM PART SHADE
DES CAE M	DESCHAMPSIA CESPITOSA	PACIFIC HAIRGRASS	1 GAL				Dr	**L**	B	2-3"H 8-12"W GRN TO GOL BRN SUN/PT SHD
ELY GLA	ELYMUS GLAUCUS	BLUE LYME GRASS	2" PLUG			N	Dr	**L**	B	PER GRAY-GRN FOL
ELY TRI	ELYMUS TRICICOIDES	CREEPING WILD RYE	2" PLUG			N	Dr	**L**	B	BIORETENTION HIGH & LOW ZONES
EPI CAN	EPILOBIUM CANUM	CALIFORNIA FUCHSIA	4" POT	D		N	Dr	**L**	B	F EV 1-2H1-2W CLUMPING RED PT SHD FIRE TOL BUTT HUM BIRDS FALL FLRS
FES RUB	FESTUCA RUBRA	RED FESCUE	SEED				Dr	**L**	B	EV SPREADING BY RHIZOMES CAN BE MOWED TO 2" DRK GREEN
HOR BRA	HORDEUM BRACHYANTHERUM	MEADOW BARLEY GRASS	SEED			N	Dr	**NR**	B	TOL WET CLAY SOILS & GRAVEL
PHI LEW	PHILADELPHUS LEWISII	MOCK ORANGE	5 GAL			N	Dr	**M**	B	DEC PT SHD WHT FRAG
PHI MEX	PHILADELPHUS MEXICANUS	EVERGREEN MOCK ORANGE	5 GAL	D		N	Dr	**L**	B	EV 6-15H VINING PT SHD WHT FRAG BANK COVER
POL CAL	POLYSTICHUM CALIFORNICUM	CALIF. SWORD FERN	1 GAL	D		N		**M**	B	F EV 3H3W SHADE GOOD UNDER OAKS CAN TAKE MOIST SOIL
POL MUN	POLYSTICHUM MUNITUM	WESTERN . SWORD FERN	1 GAL	D		N		**M**	B	EV 2-4H2-4W LEATHERY DRK GRNSHADE GOOD UNDER OAKS F CAN TAKE MOIST SOIL
ROS OFF	ROSMARINUS OFFICINALIS	ROSEMARY	1 GAL	D	E		Dr	**L**	B	F EV 1-6H2-6W LAV

LARGE TREES LEGEND

CODE	BOTANICAL NAME	COMMON NAME	SIZE	D	E	N	Dr	WE	LC		GENERAL DESCRIPTION
LARGE TREE LEGEND											
ACE FRE A	ACER FREEMANII 'ARMSTRONG'	RED MAPLE ARMSTRONG	24" BOX	D				**M**		F	DEC 40H 15W POOR OR-RD FALL CLR
ACE RUB O	ACER RUBRUM 'OCTOBER GLORY"	RED MAPLE OCTOBER GLORY	24" BOX	D				**M**	B	F	DEC 60H 40W RED FALL CLR
ACE RUB C	ACER RUBRUM 'COLUMNARE'	RED MAPLE COLUMNAR	24" BOX	D				**M**		F	DEC 30H 10W ORG/RD FALL CLR
MAG GRA D	MAGNOLIA G. DD BLANCHARD	BLANCHARD MAGNOLIA	24" BOX	D				**M**	B		EV 20-25H10-15W WHT 5" FLWR DK GRN RUST LVS ESPALIER
MAG GRA L	MAGNOLIA GRANDIFLORA COLUMNARE LITTLE GEM	LITTLE GEM MAGNOLIA	24" BOX	D				**M**	B		EV 20-25H10-15W WHT 5" FLWR DK GRN RUST LVS ESPALIER
OLEA EUR N	OLEA EUROPA NON FRUITING	NON-FRUITING OLIVE	36" BOX	D			Dr	**VL**		F	EV25H25W GREY FOL
PLA ACE B	PLATANUS ACERIFOLIA 'BLOODGOOD'	SYCAMORE	36" BOX					**M**		F	DEC 60H 30W FAST
ULM PAR A	ULMUS PARVIFOLIA 'ALLEE'	EVERGREEN ELM	36" BOX				Dr	**L**		F	SEMI EV 70H 60W VASE SHP

GENERAL PLANTING LEGEND

CODE	BOTANICAL NAME	COMMON NAME	SIZE	D	E	N	Dr	WE	LC		GENERAL DESCRIPTION
ACCENT TREE LEGEND											
AZA GEI ESP	AZALEA GEISHA ESPALIER	GEISHA AZALEA	15 GAL					**M**		F	TALL SPREAD WHT/CHART
COR EDD	CORNUS 'EDDIES WHITE WONDER'	WHITE DOGWOOD	24" BOX								DEC 20-30H 20-30W, WHT
LAG NAT	LAGERSTROEMIA 'NATCHEZ'	WHITE CRAPE MYRTLE	24" BOX	D			Dr	**L**		F	DEC 25H12W WHT ORG-RED FALL
PIT TEN M	PITTOSPORUM TENUIFOLIUM 'MARJORIE CHANNON'	MARJORIE CHANNON	15 GAL				Dr	**M**		F	EV 6H 8W LVS PALE GREEN VARIAG
PIT TOB V	PITTOSPORUM TOBIRA VARIAGATA	VARIGATED PITTOSPORUM	15 GAL	D			Dr	**L**		F	EV 6-15H 6-15W FRAG VAR LVS
POD GRA	PODOCARPUS GRACILIOR	FERN PINE	15 GAL	D				**M**			EV 20H10-20W COLMNR DRK GRN ESPALIER
VIB PLI M	VIBURNUM PLICATUM TOMENTOSUM 'MARIESII'	VIBURNUM	15 GAL	D				**M**			DEC 6H 3-4W WHT

CODE	BOTANICAL NAME	COMMON NAME	SIZE	D	E	N	Dr	WEL	CO		GENERAL DESCRIPTION
SHRUB & VINE LEGEND											
BUX MIC W	BUXUS MICROPHYLLA JAPONICA WINTER GEM	WINTER GEM BOXWOOD	1 GAL	D				**M**		F	EV 2-6H 2W
CAL OCC	CALYCANTHUS OCCIDENTALIS	SPICEBUSH	5 GAL	D		N	Dr	**L**			DEC 4-12H 4-12W RED/BROWN FRAG brd
CAM JAP A	CAMELLIA JAPONICA ALBA PLENA	JAPANESE CAMELLIA-EALRY SEASON	5 GAL							F	EV 6-12H 6-12W LRG WHT DBL P SHADE
CAM JAP P	CAMELLIA JAPONICA PURITY	JAPANESE CAMELLIA-LATE SEASON	5 GAL							F	EV 6-12H6-12W WHT P SHADE
CAR CAL	CARPENTERIA CALIFORNICA	BUSH ANEMONE	5 GAL	D		N	Dr	**M**		F	EV 4-6H 4-6W SNGL WHT SPR-SUM PART SHADE
CHO TER	CHOISYA TERNATA	MEXICAN ORANGE	5 GAL	D			Dr	**M**			EV 6-8H 6-8W WHT FRAG
CLE SPE	CLEMATIS SPECIES	CLEMATIS	5 GAL								EV & DEC VINES 6-20' ALL TIMES
COR COR C	CORYLUS CORNUTA CALIFORNICA	WESTERN HAZELNUT	5 GAL			N		**L**		F	DEC 5-12H 5-12W YEL WITHSTANDS DAMP SOIL EDIBLE NUTS
HYD PAN L	HYDRANGEA PANICULATA 'LIMELIGHT"	HYDRANGEA LIMELIGHT	5 GAL	D				**M**		F	DEC 6-10H10W WHT CONE SFLWR P SHADE
HYD QUE S	HYDRANGEA QUERCIFOLIA 'SNOW QUEEN'	OAKLEAF HYDRANGEA-QUEEN	5 GAL	D				**M**		F	DEC 5H WHT LRG LVS RED FALL BUT
JAS OFF	JASMINUM OFFICINALE	COMMON JASMINE	1 GAL					**L**		F	EV 12H VINE WHT FRAG
LOR CHI A	LOROPETALUM CHINENSE 'ALBUS'	WHITE LOROPETALUM	5 GAL					**M**			EV 6H6W FLW WHT SHADE
PAR TRI	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	5 GAL					**L**			DEC 50H VINE ORG-RED FC
PEN EAT	PENSTEMON EATONII	EATONS PENSTEMON	5 GAL	D		N	DR	**L**			EV 2H1.5W RE ATTRACTS BUT & HUM
PHI MEX	PHILADELPHUS MEXICANUS	EVERGREEN MOCK ORANGE	5 GAL			N	Dr	**L**			EV 6-15H VINING PT SHD WHT FRAG BANK COVER
PIT TEN M	PITTOSPORUM TENUIFOLIUM 'MARJORIE CHANNON'	MARJORIE CHANNON	15 GAL				Dr	**M**		F	EV 6H 8W LVS PALE GREEN VARIAG
PIT TOB C	PITTOSPORUM TOBIRA 'CREAM DE MINT"	TOBIRA MINT DWARF	5 GAL				Dr	**L**		F	EV 2H2W VARIAGATED MINT WITH CREAMMY WHT FRAG
PIT TOB W	PITTOSPORUM TOBIRA WHEELERS DWARF	WHEELERS MOCK MORANGE	5 GAL				Dr	**L**		F	EV 2-3H4-5W FRAG
ROM COU	ROMNEYA COULTERI	MATILIJA POPPY	5 GAL	D		N	Dr	**VL**		F	8H 4W WHT FRA

BDE ARCHITECTURE

ALDRIDGE DEVELOPMENT

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PLANT LEGENDS

L2.1

THE BARLOW HOTEL

DECEMBER 20, 2024

LARGE TREES








BIORETENTION PLANTING



















GENERAL PLANTING
















PLANT IMAGES

L2.2

THE BARLOW HOTEL

DECEMBER 20, 2024

3DE ARCHITECTURE

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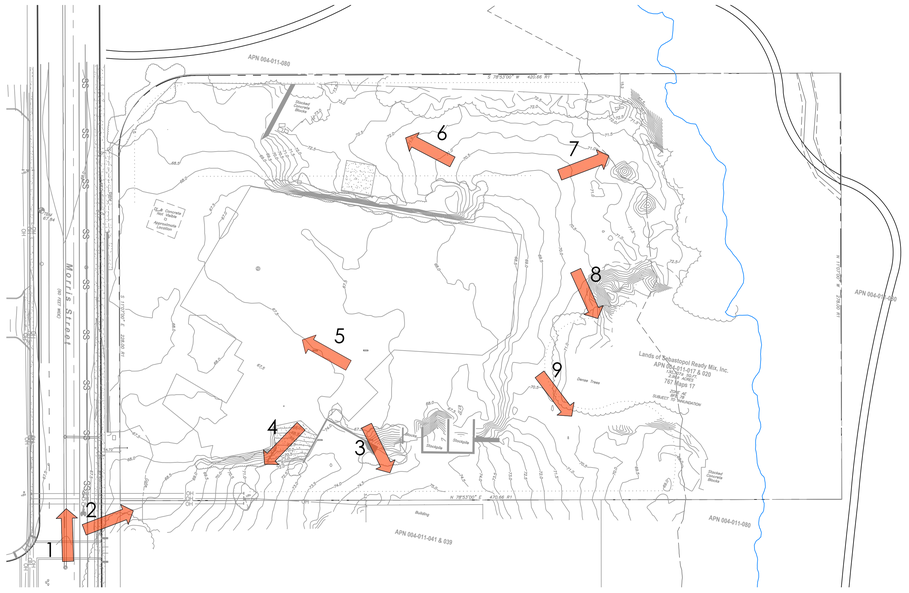

KEY MAP-NTS

BATCH PLANT PARKING SITE PHOTOS L3.0

THE BARLOW HOTEL

DECEMBER 20, 2024

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LEGEND

- ASPHALT PAVING
- CONCRETE PAVING
- BIORETENTION PLANTING SEE SHEET L4.1
- GENERAL PLANTING SEE SHEET L4.1
- LIGHT POLES
- ELECTRICAL VEHICLE CHARGING STATION
  18 TOTAL
- BIKE RACKS- 20 BIKE SPACES
- BENCHES

0' 10' 20' 40'

NORTH

BATCH PLANT PARKING LANDSCAPE PLAN

L3.1

THE BARLOW HOTEL

DECEMBER 20, 2024

BDE ARCHITECTURE

ALDRIDGE DEVELOPMENT

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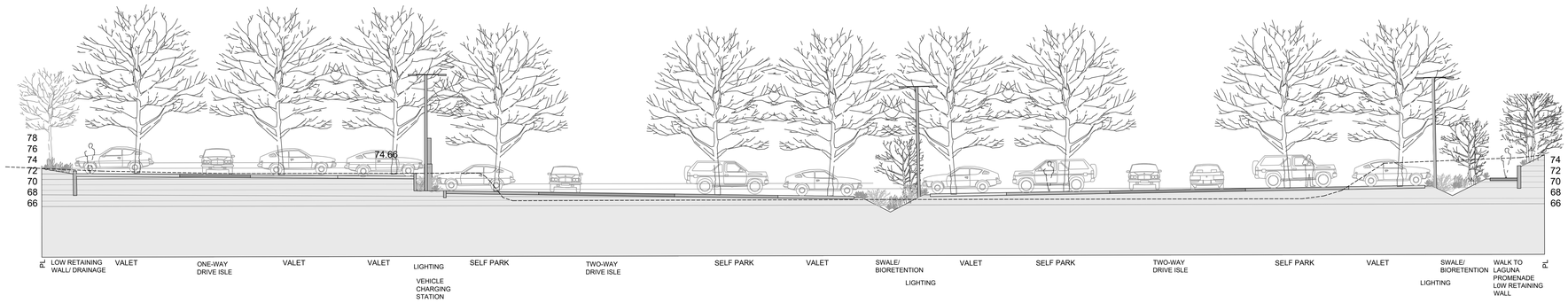
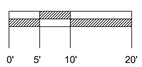


LANDSCAPE SECTION A-A



BATCH PLANT PARKING LANDSCAPE SECTION L3.2

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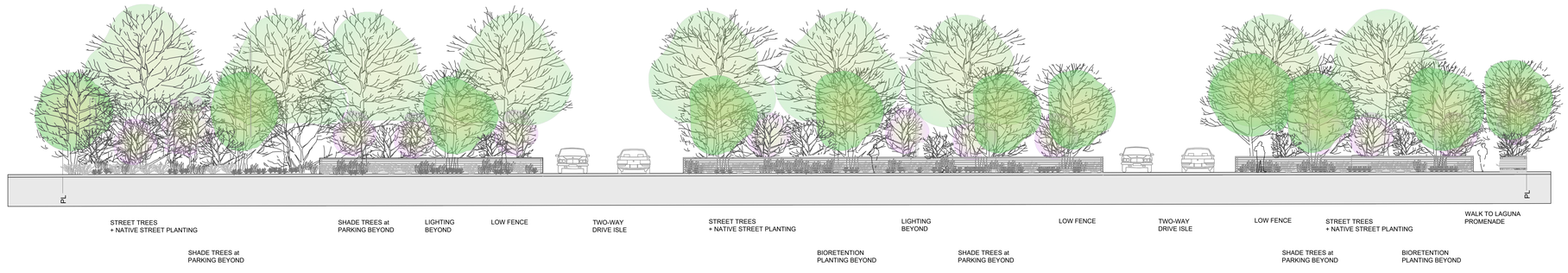
THE BARLOW HOTEL

DECEMBER 20, 2024

SECTION at MORRIS STREET

0' 5' 10'

EXISTING CONDITIONS at MORRIS STREET



MORRIS STREET ELEVATION

0' 5' 10' 20'

BATCH PLANT PARKING MORRIS STREETSCAPE L3.3

THE BARLOW HOTEL

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BDE ARCHITECTURE

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BIKE RACK
BY SPORT WORKS
INVERTED U MODEL

BENCH
BY LANDSCAPES FORMS
VILLAGE GREEN MODEL

LOW WOOD FENCING AT STREET
SLIDING GATES SIMILAR

BATCH PLANT PARKING PRECEDENT IMAGES L3.4

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THE BARLOW HOTEL

DECEMBER 20, 2024

AMERICORPS TRAIL

STREET ELEVATION SHEET L3.3

SECTION A-A SHEET 3.2

MORRIS STREET

MORRIS STREET TREES

UNDERSTORY TREES

LARGE SHADE TREES

BIORETENTION TREES

BIOLOGY BLUELINE

EXISTING PLANTING TO REMAIN

EXISTING TREES DRIPLINE

LAGUNA PROMENADE -CONCRETE PAVING

AMERICORPS TRAIL

EXISTING RIPARIAN VEGETATION

EXISTING PLANTING TO REMAIN

SECTION B-B SHEET L3.2

EXISTING TREES DRIPLINE

EXISTING PLANTING TO REMAIN

STREET ELEVATION SHEET L3.3

SECTION A-A SHEET L3.2

0' 10' 20' 40'

NORTH

LEGEND

EXISTING TREES + VEGETATION TO REMAIN

MORRIS STREET TREES -QUERCUS LOBATA

LARGE SHADE TREES -QUERCUS AGRIFOLIA -QUERCUS LOBATA

BIORETENTION TREES SEE SHEET L4.1

UNDERSTORY TREES SEE SHEET L4.1

BIORETENTION PLANTING SEE SHEET L4.1

GENERAL PLANTING SEE SHEET L4.1

BATCH PLANT PARKING PLANTING PLAN L4.0

BDE ARCHITECTURE

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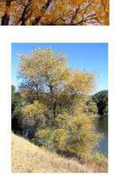
THE BARLOW HOTEL

DECEMBER 20, 2024







TREES








SHRUBS








PERENNIALS

PLANT LIST

CODE	BOTANICAL NAME	COMMON NAME	SIZE	D	E	N	Dr			GENERAL DESCRIPTION
TREE LEGEND										
ACE CIR	ACER CIRCINATUM	VINE MAPLE	15 GAL	D		N		**M**		DE 5-35H ORG/RED FALL CLR SHADE R/PARIAN HIGH & B/ORETENTION
ACE MAC	ACER MACROPHYLLUM	BIG LEAF MAPLE	15 GAL			N				DEC 50-80H 25-50W YL FALL CLR R/PARIAN
AES CAL	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	15 GAL	D		N	Dr	**VL**		DEC 15-45H 20-50W WHT FRGT R/PARIAN HIGH & B/ORETENTION
QUE AGR	QUERCUS AGRIFOLIA	CALIF. LIVE OAK	15 GAL	D		N	Dr	**VL**		EV 50-70H 50-70W R/PARIAN HIGH & B/ORENTION
QUE LOB	QUERCUS LOBATA	VALLEY OAK	15 GAL	D		N	Dr	**L**		DEC 70H 70W YEL FALL CL R/PARIAN MID-HIGH & B/ORETENTION
SAL LAS	SALIX LASIOLEPIS	ARROYO WILLOW	15 GAL			N				DEC 6-50H NARROW ROUNDED LVS STREAM BANKS THICKETS MF CATKINS R/PARIAN LOW-MID-HIGH & B/ORETENTION
SAL LAE	SALIX LAEVIGATA	RED WILLOW	15 GAL			N		**H**		R/PARIAN LOW-MID-HIGH & B/ORENTION

CODE	BOTANICAL NAME	COMMON NAME	SIZE	D	E	N	Dr			GENERAL DESCRIPTION
SHRUB & PERENNIAL										
AME ALN	AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	5 GAL		E	N		**L**		DEC 10H 0W TO THICKETS LIGHT GREEN WHT FLRS RED-YLW FALL EDIBLE BLUEBERRIES MED/CHAL BARK WOOD USED FOR ARROWS TOOLS SHELTERS PROPGATE BY SEEDS HEGE-WINDBREAK
ELY TRI	ELYMUS TRICICOIDES	CREEPING WILD RYE				N	Dr	**L**		B/ORETENTION HIGH & LOW ZONES
HET ARB	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL	D		N	Dr	**L**	**B**	**B** EV 6-18H 5-15W WHT PT SHD RED FRT BRD R/PARIAN
HOL DIS	HOLODISCUS DISCOLOR	CREAM BUSH	5 GAL	D			Dr	**L**		DEC 3-8HH-8W WHT 'I'LONG CLUSTER BIRDS
JUN PAT	JUNCUS PATENS	WIRE GRASS	1 GAL	D		N	Dr	**L**		1-2H1-2W BLUISH LVS WET AREA TOL DROUGHT
PHI LEW	PHILADELPHUS LEWISII	MOCK ORANGE	5 GAL			N	Dr	**M**		DEC PT SHD WHT FRAG
RHA CAL	RHAMNUS CALIFORNICA	COFFEEBERRY	5 GAL			N		**L**		EV 5-8H 8-10W SUN-SHD RED BLU FRT BUT BRD
RIB AUR	RIBES AUREUM	GOLDEN CURRANT	5 GAL	D		N	DR		**L**	DEC 3-5H3-6W YEL FRAGRANT LIGHT GRN LVS FRUIT YEL-RED-BLK
ROS CAL	ROSA CALIFORNICA	CALIFORNIA ROSE	1 GAL			N	Dr	**L**		DEC 3-5H3-8W P/N RED FRT BRD
SAM MEX	SAMBUCUS CAERULEA N. MEXICANA	BLUE ELDERBERRY	5 GAL		E	N	Dr	**L**		DEC 15-25HB-20W LT GRN CRM WHT BLU/BLK FRUIT EDIBL ALONG STREAMS PRUNE TO KEEP COMPACT

BATCH PLANT PARKING PLANT LEGENDS L4.1

BDE ARCHITECTURE

ALDRIDGE DEVELOPMENT

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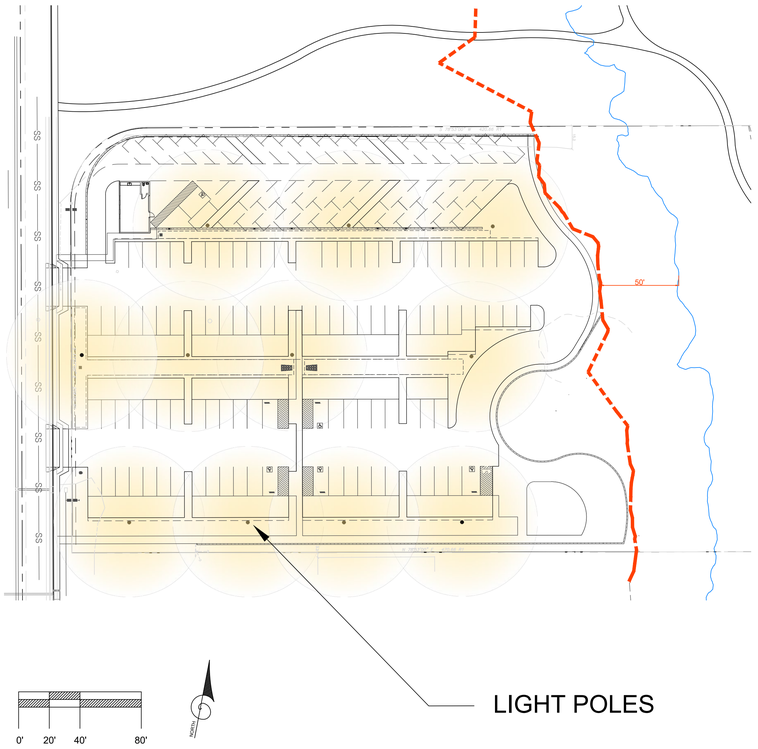
THE BARLOW HOTEL

DECEMBER 20, 2024



- E-EF LUMINAIRES = CONSIDER THE NIGHT ENVIRONMENT + INUNDATED SITES
- WE-EF LIGHTING
- POLE LIGHT-PFL540 LED -

IP66. Class I. IK08. Marine-grade, die-cast aluminum alloy. 5CE superior corrosion protection including PCS hardware. Silicone CCG® Controlled Compression Gasket. RFC® Reflection Free Contour main lens. CAD-optimized optics for superior illumination and glare control. Integral driver in thermally separated compartment. OLC® One LED Concept. Factory-installed LED circuit board. 0-10V Dimming comes standard with luminaire. The luminaire is factory-sealed, factory-wired and supplied with 33' of black, three conductor, flexible SEOW cord for power connection at pole-base hand hole.

WE-EF has a consistent focus on sustainability – from luminaires that are designed to last and environmentally-friendly production to the ultimate recycling as the majority of the materials used are recyclable. However, it is during their use that the luminaires have the greatest impact on the environment, due to the power they consume over the years and the way that light has a direct impact on people and nature. It is here that a paradigm shift is needed – greater awareness of the way that light is used at night.

WE-EF balances the non-visual, biological effects of light on humans as well as the impact on the natural environment, animals and plants, and the night sky.

WE-EF certified luminaires comply with Dark Sky. The luminaires are specifically designed to prevent user and installation errors such as incorrect alignment or orientation. Precision and minimizing stray light is a focus of the lighting.

The lighting luminaires enable light to be projected precisely and without stray light for impressive light effects, with a minimal impact on the environment.

NOTE:
PHOTOMETRIC PLAN TO FOLLOW
- FIXTURE LAYOUT MAY BE ADJUSTED PER PHOTOMETRIC REVIEW

BATCH PLANT PARKING LIGHTING PLAN L5.0

ARCHITECTURE
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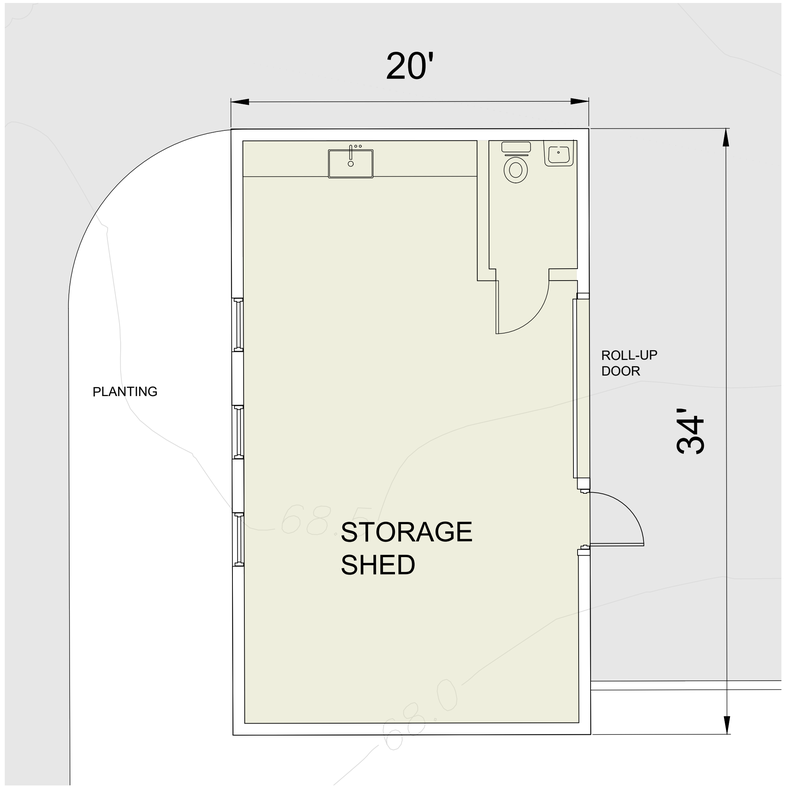
THE BARLOW HOTEL

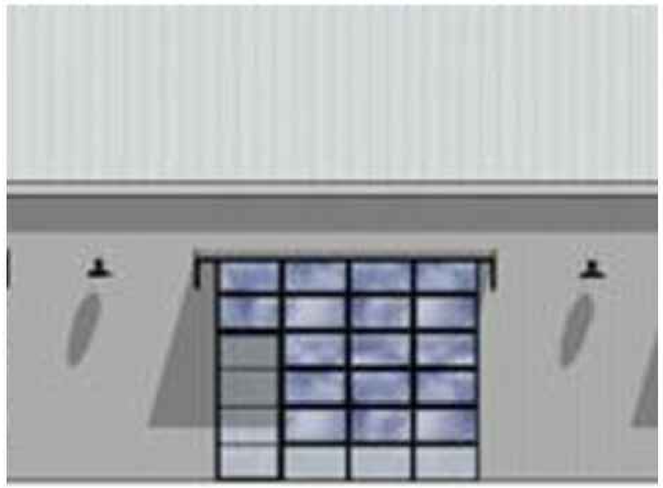
DECEMBER 20, 2024



CONCEPTUAL PLAN

0' 2' 4' 8'

NORTH



EAST ELEVATION

0' 2' 4' 8'

NOTE:
ARCHITECTURAL STYLE AND MATERIALS TO MATCH THE BARLOW

BATCH PLANT STORAGE SHED

L6.0

3DE ARCHITECTURE

ALDRIDGE DEVELOPMENT

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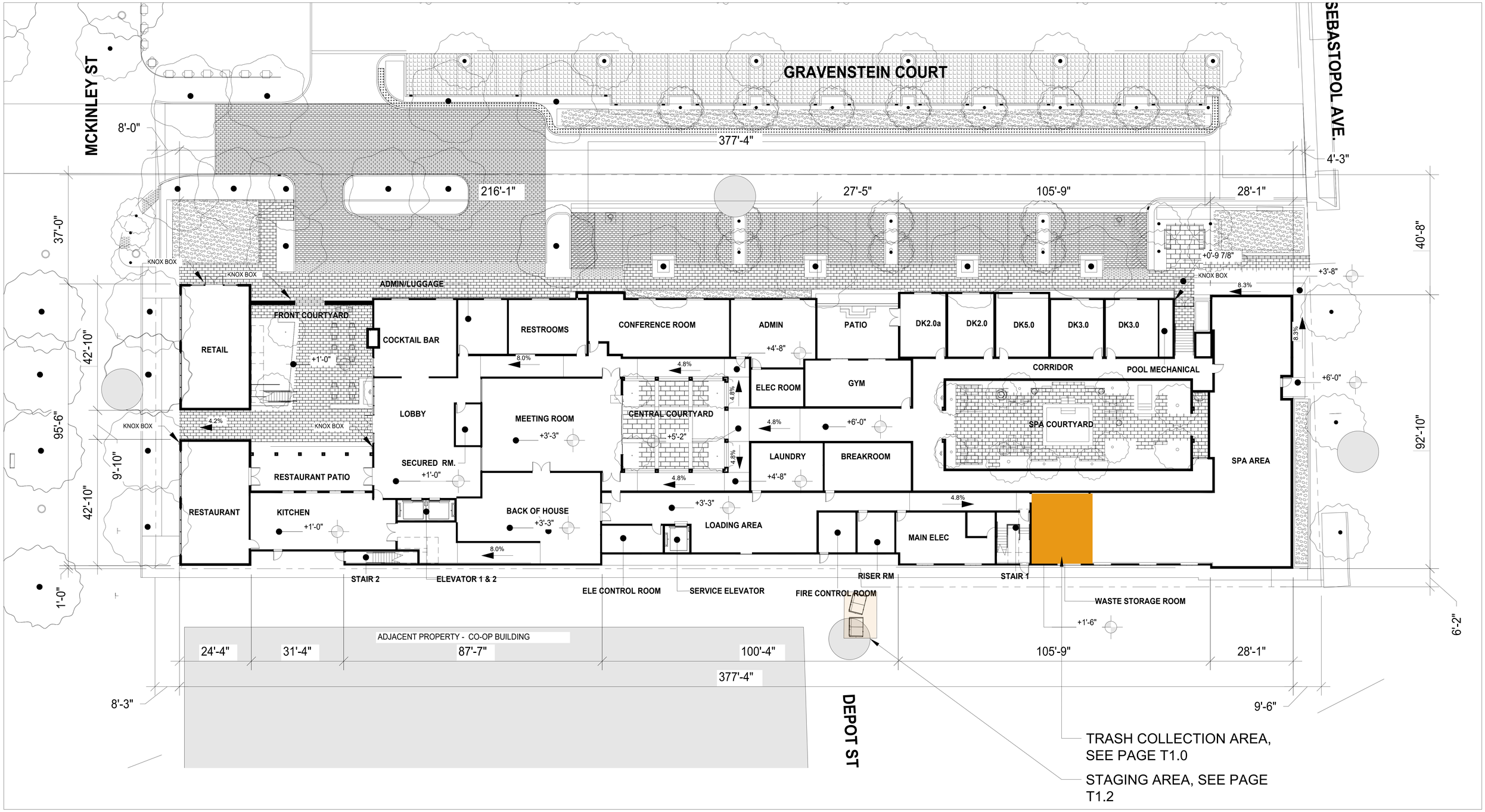
THE BARLOW HOTEL

DECEMBER 20, 2024



FLOOR 1 - PLAN

1/32"=1'-0"

T0.1

ARCHITECTURE

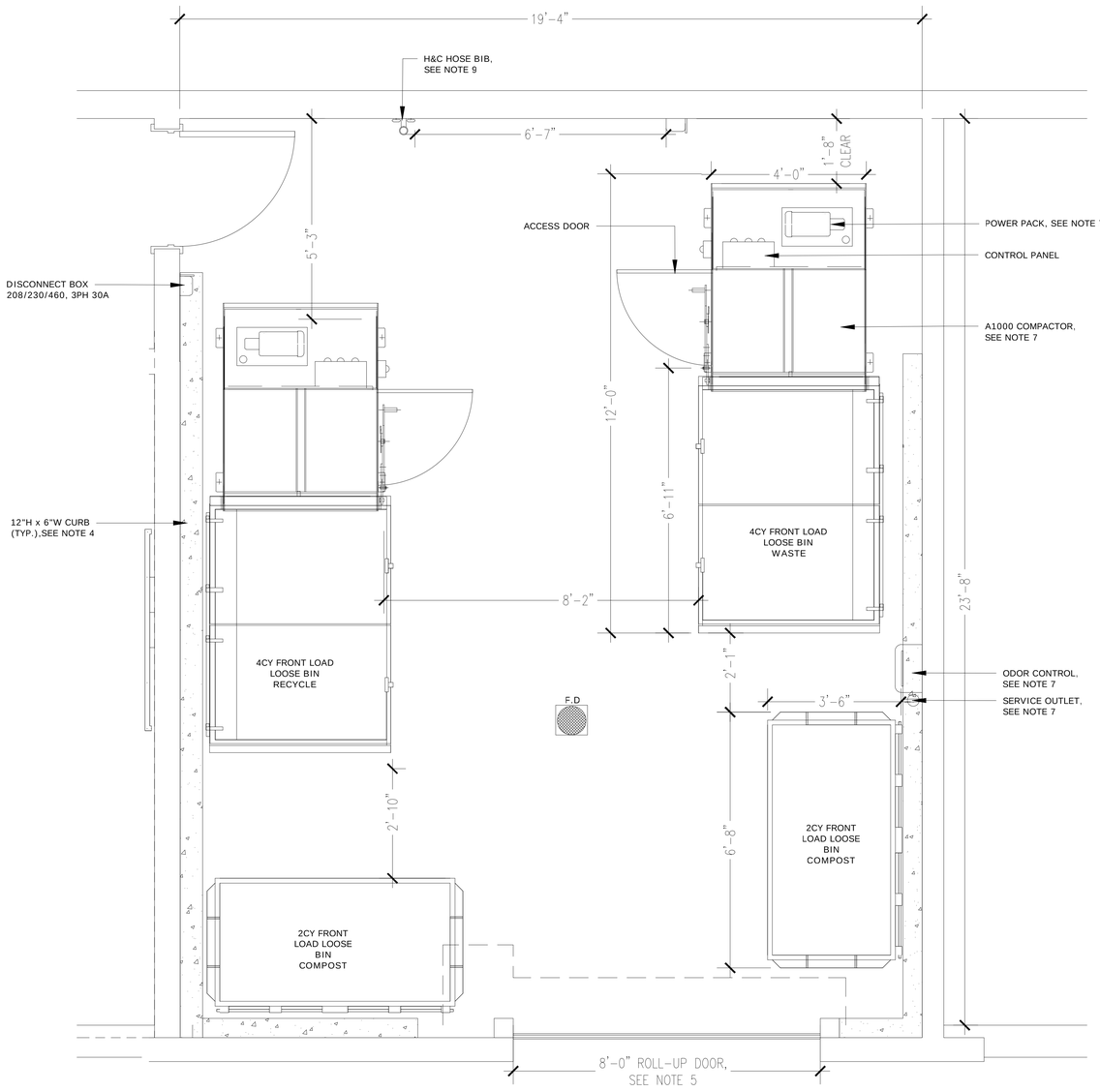
ALDRIDGE DEVELOPMENT

ZRC

THE BARLOW HOTEL

SEBASTOPOL, CA

DECEMBER 20, 2024



SHEET NOTES:

TRASH COLLECTION ROOM: LEVEL 1

1. TRASH COLLECTION ROOM IS A 2HR FIRE-RATED ROOM - RESTRICTED ACCESS.
2. FLOOR SHALL BE FINISHED WITH ELASTO-DECK 6001 AL-HT DECK COATING. FLOOR TO HAVE MINIMAL SLOPE AND FLOOR DRAIN. FLOOR LEVEL UNDER COMPACTOR.
3. WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT, 8'-0" AFF.
4. INSTALL WALL PROTECTION: 12"H x 6"W CONCRETE CURB AT BASE OF ALL NON-CONCRETE WALLS.
5. 8'-0" ROLL UP DOOR AND 3'-0" ACCESS DOORS.
6. ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFM/SQ.FT PER 2022 CBC.
7. (2) A1000 1CY COMPACTORS WITH INTERNAL POWER PACKS ,FOR WASTE AND RECYCLING. PROVIDE (2) 4CY COMPACTION CONTAINERS. (2) 2CY CONTAINERS FOR COMPOST.
8. OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF.
9. HB: HOT AND COLD HOSE BIBB SHALL BE WALL-MOUNTED 60" AFF.
10. PROVIDE ELECTRIC WASTE CADDY HD FOR TRANSFERRING TOWABLE CONTAINERS.
11. 120V, 15A SERVICE OUTLET REQUIRED FOR ALL EQUIPMENT (U.O.N.).

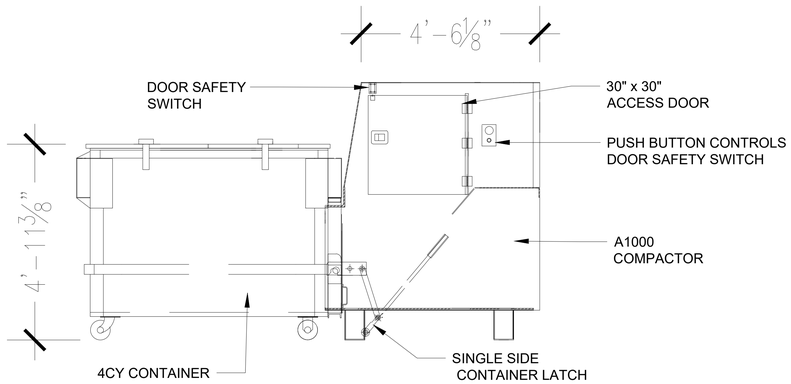
GENERAL NOTES:

1. THIS DRAWINGS IS NOT DRAWN TO SCALE.
2. ANY DESIGNS OR DESIGN SOLUTIONS PRESENTED IN THIS DRAWING OR SPECIFICATION, WHICH ARE DIRECT OR IMPLIED, INCLUDING NARRATIVES, DRAWINGS, OR DIAGRAMS, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS OR DESIGNS SUITABLE FOR CONSTRUCTION.
3. OMISSIONS FROM DRAWINGS OR SPECIFICATIONS, OR THE INACCURATE DESCRIPTION OF DETAILS OF WORK, WHICH ARE MANIFESTLY NECESSARY TO CARRY OUT THE INTENT OF THE DRAWINGS AND SPECIFICATIONS, OR WHICH ARE CUSTOMARILY PERFORMED, SHALL NOT RELIEVE THE CONTRACTOR FROM PERFORMING SUCH OMITTED OR INACCURATELY DESCRIBED DETAILS OF THE WORK. WORK SHALL BE PERFORMED AS IF FULLY AND CORRECTLY SET FORTH AND DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS.
4. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY OF ALL EXISTING FIELD CONDITIONS AND ANY DISCREPANCIES OR INCONSISTENCIES.

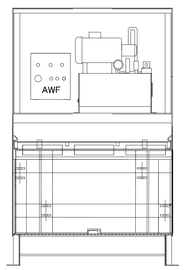
TRASH COLLECTION AREA 1/4"=1'-0" **T1.0**

GENERAL NOTES:

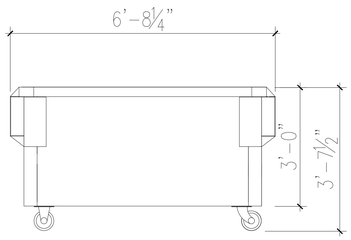
1. THIS DRAWINGS IS NOT DRAWN TO SCALE.
2. ANY DESIGNS OR DESIGN SOLUTIONS PRESENTED IN THIS DRAWING OR SPECIFICATION, WHICH ARE DIRECT OR IMPLIED, INCLUDING NARRATIVES, DRAWINGS, OR DIAGRAMS, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS OR DESIGNS SUITABLE FOR CONSTRUCTION.
3. OMISSIONS FROM DRAWINGS OR SPECIFICATIONS, OR THE INACCURATE DESCRIPTION OF DETAILS OF WORK, WHICH ARE MANIFESTLY NECESSARY TO CARRY OUT THE INTENT OF THE DRAWINGS AND SPECIFICATIONS, OR WHICH ARE CUSTOMARILY PERFORMED, SHALL NOT RELIEVE THE CONTRACTOR FROM PERFORMING SUCH OMITTED OR INACCURATELY DESCRIBED DETAILS OF THE WORK. WORK SHALL BE PERFORMED AS IF FULLY AND CORRECTLY SET FORTH AND DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS.
4. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY OF ALL EXISTING FIELD CONDITIONS AND ANY DISCREPANCIES OR INCONSISTENCIES.



SIDE VIEW

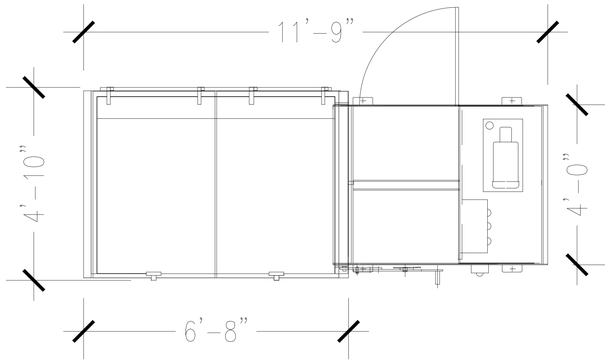


FRONT VIEW
W/ LIFTER ATTACHMENT



SIDE VIEW

REAR VIEW



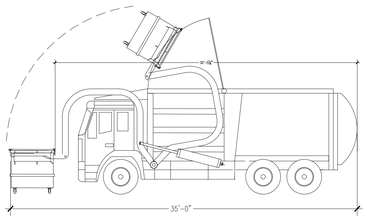
APOLLO A-1000 H-F COMPACTOR DETAILS

TOP VIEW

2CY LOOSE FRONT LOAD CONTAINER

SECTIONS 1/32"=1'-0" **T1.1**

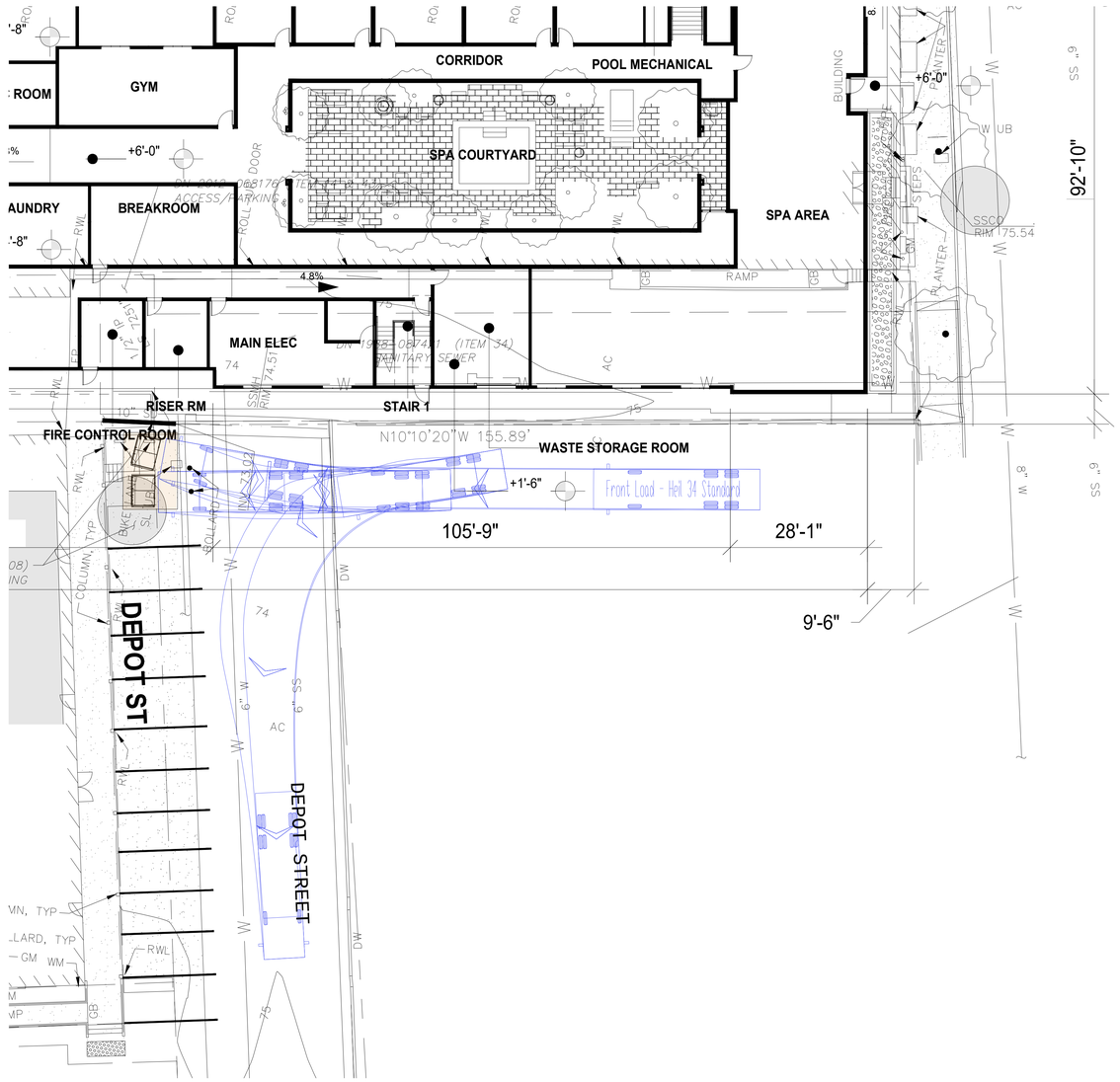
THE BARLOW HOTEL SEBASTOPOL, CA DECEMBER 20, 2024



35ft Front End Loader

Overall Length	35.000ft
Overall Width	8.330ft
Overall Body Height	13.50ft
Min Body Ground Clearance	1.400ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	32.000ft

FL TRUCK DIMENSIONS



STAGING AREA- COMPACTED CONTAINERS

STAGING AREA 1/32"=1'-0" **T1.2**

BDE ARCHITECTURE | ALDRIDGE DEVELOPMENT | ZAC

THE BARLOW HOTEL SEBASTOPOL, CA DECEMBER 20, 2024

Appendix B

Air Quality and Greenhouse Gas Model Outputs

Barlow Hotel RTC Update Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Barlow Hotel RTC Update
Construction Start Date	1/7/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	11.4
Location	38.40327163375815, -122.82079566066994
County	Sonoma-San Francisco
City	Sebastopol
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	996
EDFZ	2
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific 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
Hotel	83.0	Room	1.23	82,275	1.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	26.0	25.9	14.5	21.9	0.02	0.64	3.08	3.72	0.59	1.18	1.77	—	3,762	3,762	0.16	0.12	6.45	3,793
Mit.	25.9	25.8	5.29	21.6	0.02	0.07	3.08	3.13	0.07	1.18	1.23	—	3,762	3,762	0.16	0.12	6.45	3,793
% Reduced	< 0.5%	< 0.5%	64%	1%	—	89%	—	16%	89%	—	31%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.56	2.10	17.5	22.7	0.05	0.64	3.23	3.82	0.59	1.18	1.77	—	5,794	5,794	0.25	0.40	0.25	5,921
Mit.	1.06	0.90	5.89	22.2	0.05	0.07	3.23	3.30	0.07	1.18	1.23	—	5,794	5,794	0.25	0.40	0.25	5,921
% Reduced	59%	57%	66%	2%	—	89%	—	14%	88%	—	31%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.79	2.73	7.37	11.4	0.02	0.27	1.18	1.45	0.25	0.33	0.58	—	2,338	2,338	0.11	0.09	1.81	2,369
Mit.	2.60	2.58	2.99	11.8	0.02	0.04	1.18	1.22	0.04	0.33	0.37	—	2,338	2,338	0.11	0.09	1.81	2,369
% Reduced	7%	5%	59%	-3%	—	85%	—	16%	84%	—	36%	—	—	—	—	—	—	—

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.51	0.50	1.34	2.09	< 0.005	0.05	0.22	0.26	0.04	0.06	0.11	—	387	387	0.02	0.01	0.30	392
Mit.	0.48	0.47	0.55	2.16	< 0.005	0.01	0.22	0.22	0.01	0.06	0.07	—	387	387	0.02	0.01	0.30	392
% Reduced	7%	5%	59%	-3%	—	85%	—	16%	84%	—	36%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.46	2.12	14.5	21.9	0.02	0.64	3.08	3.72	0.59	1.18	1.77	—	3,762	3,762	0.16	0.12	6.45	3,793
2026	26.0	25.9	9.46	17.0	0.02	0.30	1.33	1.63	0.27	0.32	0.59	—	3,451	3,451	0.11	0.12	5.95	3,495
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.56	2.10	17.5	22.7	0.05	0.64	3.23	3.82	0.59	1.18	1.77	—	5,794	5,794	0.25	0.40	0.25	5,921
2026	1.86	1.58	9.62	16.2	0.02	0.30	1.33	1.63	0.27	0.32	0.59	—	3,364	3,364	0.12	0.12	0.15	3,404
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.34	1.14	7.37	11.4	0.02	0.27	1.18	1.45	0.25	0.33	0.58	—	2,338	2,338	0.11	0.09	1.81	2,369
2026	2.79	2.73	1.99	3.93	< 0.005	0.06	0.39	0.45	0.06	0.09	0.15	—	798	798	0.03	0.03	0.73	808
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.24	0.21	1.34	2.09	< 0.005	0.05	0.22	0.26	0.04	0.06	0.11	—	387	387	0.02	0.01	0.30	392
2026	0.51	0.50	0.36	0.72	< 0.005	0.01	0.07	0.08	0.01	0.02	0.03	—	132	132	< 0.005	< 0.005	0.12	134

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.01	0.92	5.29	21.6	0.02	0.07	3.08	3.13	0.07	1.18	1.23	—	3,762	3,762	0.16	0.12	6.45	3,793
2026	25.9	25.8	5.22	18.1	0.02	0.07	1.33	1.40	0.06	0.32	0.38	—	3,451	3,451	0.11	0.12	5.95	3,495
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.06	0.90	5.89	22.2	0.05	0.07	3.23	3.30	0.07	1.18	1.23	—	5,794	5,794	0.25	0.40	0.25	5,921
2026	0.96	0.87	5.38	17.3	0.02	0.07	1.33	1.40	0.06	0.32	0.38	—	3,364	3,364	0.12	0.12	0.15	3,404
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.62	0.56	2.99	11.8	0.02	0.04	1.18	1.22	0.04	0.33	0.37	—	2,338	2,338	0.11	0.09	1.81	2,369
2026	2.60	2.58	1.11	4.11	< 0.005	0.01	0.39	0.40	0.01	0.09	0.10	—	798	798	0.03	0.03	0.73	808
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.11	0.10	0.55	2.16	< 0.005	0.01	0.22	0.22	0.01	0.06	0.07	—	387	387	0.02	0.01	0.30	392
2026	0.48	0.47	0.20	0.75	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	132	132	< 0.005	< 0.005	0.12	134

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.67	2.60	0.60	3.55	< 0.005	0.05	-0.13	-0.08	0.05	-0.03	0.02	28.5	927	956	2.97	0.01	128	1,161
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.04	2.01	0.56	0.05	< 0.005	0.05	-0.13	-0.08	0.05	-0.03	0.01	28.5	920	949	2.97	0.01	129	1,155

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.35	2.30	0.58	1.82	< 0.005	0.05	-0.13	-0.08	0.05	-0.03	0.02	28.5	927	955	2.97	0.01	128	1,161
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.43	0.42	0.11	0.33	< 0.005	0.01	-0.02	-0.01	0.01	-0.01	< 0.005	4.72	153	158	0.49	< 0.005	21.3	192

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	-0.03	-0.02	-0.07	-0.56	> -0.005	> -0.005	-0.13	-0.13	> -0.005	-0.03	-0.03	—	-151	-151	> -0.005	-0.01	-0.59	-154
Area	2.63	2.58	0.03	3.58	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.7	14.7	< 0.005	< 0.005	—	14.8
Energy	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,059	1,059	0.12	0.01	—	1,064
Water	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Waste	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	2.67	2.60	0.60	3.55	< 0.005	0.05	-0.13	-0.08	0.05	-0.03	0.02	28.5	927	956	2.97	0.01	128	1,161
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	-0.03	-0.02	-0.08	-0.48	> -0.005	> -0.005	-0.13	-0.13	> -0.005	-0.03	-0.03	—	-144	-144	> -0.005	-0.01	-0.02	-146
Area	2.00	2.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,059	1,059	0.12	0.01	—	1,064
Water	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Waste	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	2.04	2.01	0.56	0.05	< 0.005	0.05	-0.13	-0.08	0.05	-0.03	0.01	28.5	920	949	2.97	0.01	129	1,155

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	-0.03	-0.02	-0.07	-0.48	> -0.005	> -0.005	-0.13	-0.13	> -0.005	-0.03	-0.03	—	-145	-145	> -0.005	-0.01	-0.26	-147
Area	2.31	2.29	0.01	1.76	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.26	7.26	< 0.005	< 0.005	—	7.28
Energy	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,059	1,059	0.12	0.01	—	1,064
Water	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Waste	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	2.35	2.30	0.58	1.82	< 0.005	0.05	-0.13	-0.08	0.05	-0.03	0.02	28.5	927	955	2.97	0.01	128	1,161
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	-0.01	> -0.005	-0.01	-0.09	> -0.005	> -0.005	-0.02	-0.02	> -0.005	-0.01	-0.01	—	-23.9	-23.9	> -0.005	> -0.005	-0.04	-24.3
Area	0.42	0.42	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.20	1.20	< 0.005	< 0.005	—	1.21
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	175	175	0.02	< 0.005	—	176
Water	—	—	—	—	—	—	—	—	—	—	—	0.67	0.87	1.54	0.07	< 0.005	—	3.74
Waste	—	—	—	—	—	—	—	—	—	—	—	4.05	0.00	4.05	0.41	0.00	—	14.2
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3
Total	0.43	0.42	0.11	0.33	< 0.005	0.01	-0.02	-0.01	0.01	-0.01	< 0.005	4.72	153	158	0.49	< 0.005	21.3	192

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	-0.03	-0.02	-0.07	-0.56	> -0.005	> -0.005	-0.13	-0.13	> -0.005	-0.03	-0.03	—	-151	-151	> -0.005	-0.01	-0.59	-154
Area	2.63	2.58	0.03	3.58	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.7	14.7	< 0.005	< 0.005	—	14.8
Energy	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,059	1,059	0.12	0.01	—	1,064
Water	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Waste	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	2.67	2.60	0.60	3.55	< 0.005	0.05	-0.13	-0.08	0.05	-0.03	0.02	28.5	927	956	2.97	0.01	128	1,161
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	-0.03	-0.02	-0.08	-0.48	> -0.005	> -0.005	-0.13	-0.13	> -0.005	-0.03	-0.03	—	-144	-144	> -0.005	-0.01	-0.02	-146
Area	2.00	2.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,059	1,059	0.12	0.01	—	1,064
Water	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Waste	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	2.04	2.01	0.56	0.05	< 0.005	0.05	-0.13	-0.08	0.05	-0.03	0.01	28.5	920	949	2.97	0.01	129	1,155
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	-0.03	-0.02	-0.07	-0.48	> -0.005	> -0.005	-0.13	-0.13	> -0.005	-0.03	-0.03	—	-145	-145	> -0.005	-0.01	-0.26	-147
Area	2.31	2.29	0.01	1.76	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.26	7.26	< 0.005	< 0.005	—	7.28
Energy	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,059	1,059	0.12	0.01	—	1,064
Water	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Waste	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	2.35	2.30	0.58	1.82	< 0.005	0.05	-0.13	-0.08	0.05	-0.03	0.02	28.5	927	955	2.97	0.01	128	1,161
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	-0.01	> -0.005	-0.01	-0.09	> -0.005	> -0.005	-0.02	-0.02	> -0.005	-0.01	-0.01	—	-23.9	-23.9	> -0.005	> -0.005	-0.04	-24.3
Area	0.42	0.42	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.20	1.20	< 0.005	< 0.005	—	1.21
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	175	175	0.02	< 0.005	—	176
Water	—	—	—	—	—	—	—	—	—	—	—	0.67	0.87	1.54	0.07	< 0.005	—	3.74
Waste	—	—	—	—	—	—	—	—	—	—	—	4.05	0.00	4.05	0.41	0.00	—	14.2
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3
Total	0.43	0.42	0.11	0.33	< 0.005	0.01	-0.02	-0.01	0.01	-0.01	< 0.005	4.72	153	158	0.49	< 0.005	21.3	192

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	1.50	1.50	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.10	0.08	0.76	0.83	< 0.005	0.03	—	0.03	0.03	—	0.03	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	—	0.08	0.08	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.01	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.59	0.60	6.50	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,218	1,218	0.04	0.05	0.14	1,234
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.16	0.04	3.02	1.14	0.02	0.02	0.50	0.52	0.02	0.14	0.16	—	2,083	2,083	0.11	0.33	0.11	2,185
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.35	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	67.3	67.3	< 0.005	< 0.005	0.13	68.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	114	114	0.01	0.02	0.10	120
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.1	11.1	< 0.005	< 0.005	0.02	11.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	18.9	18.9	< 0.005	< 0.005	0.02	19.8

3.2. Demolition (2025) - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.25	2.27	14.6	0.02	0.05	—	0.05	0.05	—	0.05	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	1.50	1.50	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.12	0.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	—	0.08	0.08	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.59	0.60	6.50	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,218	1,218	0.04	0.05	0.14	1,234
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.16	0.04	3.02	1.14	0.02	0.02	0.50	0.52	0.02	0.14	0.16	—	2,083	2,083	0.11	0.33	0.11	2,185
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.35	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	67.3	67.3	< 0.005	< 0.005	0.13	68.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	114	114	0.01	0.02	0.10	120
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.1	11.1	< 0.005	< 0.005	0.02	11.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	18.9	18.9	< 0.005	< 0.005	0.02	19.8

3.3. Site Preparation (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.56	1.31	12.1	12.1	0.02	0.56	—	0.56	0.52	—	0.52	—	2,065	2,065	0.08	0.02	—	2,072

Dust From Material Movement	—	—	—	—	—	—	1.63	1.63	—	0.78	0.78	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.70	0.70	< 0.005	0.03	—	0.03	0.03	—	0.03	—	119	119	< 0.005	< 0.005	—	119
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	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	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	19.7	19.7	< 0.005	< 0.005	—	19.7
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.59	0.60	6.50	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,218	1,218	0.04	0.05	0.14	1,234

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.36	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.6	70.6	< 0.005	< 0.005	0.14	71.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.7	11.7	< 0.005	< 0.005	0.02	11.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.19	1.01	11.9	0.02	0.04	—	0.04	0.04	—	0.04	—	2,065	2,065	0.08	0.02	—	2,072
Dust From Material Movement	—	—	—	—	—	—	1.63	1.63	—	0.78	0.78	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	119	119	< 0.005	< 0.005	—	119
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	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	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.7	19.7	< 0.005	< 0.005	—	19.7
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.59	0.60	6.50	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,218	1,218	0.04	0.05	0.14	1,234
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.36	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.6	70.6	< 0.005	< 0.005	0.14	71.8

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.7	11.7	< 0.005	< 0.005	0.02	11.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.80	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	1.84	1.84	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.80	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59	—	2,455	2,455	0.10	0.02	—	2,463

Dust From Material Movement	—	—	—	—	—	—	1.84	1.84	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.14	0.12	1.12	1.15	< 0.005	0.05	—	0.05	0.05	—	0.05	—	195	195	0.01	< 0.005	—	196
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.20	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.3	32.3	< 0.005	< 0.005	—	32.4
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.67	0.61	0.46	7.34	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,307	1,307	0.07	0.05	5.49	1,329
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.59	0.60	6.50	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,218	1,218	0.04	0.05	0.14	1,234
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.50	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	97.5	97.5	0.01	< 0.005	0.19	99.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.1	16.1	< 0.005	< 0.005	0.03	16.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Grading (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.23	1.20	14.2	0.02	0.05	—	0.05	0.05	—	0.05	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	1.84	1.84	—	0.89	0.89	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.23	0.23	1.20	14.2	0.02	0.05	—	0.05	0.05	—	0.05	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	1.84	1.84	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.10	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	195	195	0.01	< 0.005	—	196
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.3	32.3	< 0.005	< 0.005	—	32.4
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.67	0.61	0.46	7.34	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,307	1,307	0.07	0.05	5.49	1,329
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.59	0.60	6.50	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,218	1,218	0.04	0.05	0.14	1,234
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.50	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	97.5	97.5	0.01	< 0.005	0.19	99.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.1	16.1	< 0.005	< 0.005	0.03	16.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.48	4.04	4.54	0.01	0.15	—	0.15	0.14	—	0.14	—	814	814	0.03	0.01	—	817
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.11	0.09	0.74	0.83	< 0.005	0.03	—	0.03	0.02	—	0.02	—	135	135	0.01	< 0.005	—	135
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.67	0.61	0.46	7.34	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,307	1,307	0.07	0.05	5.49	1,329
Vendor	0.03	0.01	0.50	0.20	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	374	374	0.02	0.05	0.96	392
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.65	0.59	0.60	6.50	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,218	1,218	0.04	0.05	0.14	1,234
Vendor	0.03	0.01	0.52	0.21	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	374	374	0.02	0.05	0.03	391
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.29	0.26	0.25	2.86	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	555	555	0.03	0.02	1.07	564
Vendor	0.01	< 0.005	0.23	0.09	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	169	169	0.01	0.02	0.19	177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	91.9	91.9	0.01	< 0.005	0.18	93.3
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.0	28.0	< 0.005	< 0.005	0.03	29.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.30	4.34	11.0	0.02	0.06	—	0.06	0.06	—	0.06	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.32	0.30	4.34	11.0	0.02	0.06	—	0.06	0.06	—	0.06	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.14	0.14	1.96	4.97	0.01	0.03	—	0.03	0.03	—	0.03	—	814	814	0.03	0.01	—	817
Onsite truck	0.00	0.00	0.00	0.00	0.00	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-Roa d Equipm ent	0.03	0.02	0.36	0.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	135	135	0.01	< 0.005	—	135
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.67	0.61	0.46	7.34	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,307	1,307	0.07	0.05	5.49	1,329
Vendor	0.03	0.01	0.50	0.20	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	374	374	0.02	0.05	0.96	392
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.65	0.59	0.60	6.50	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,218	1,218	0.04	0.05	0.14	1,234
Vendor	0.03	0.01	0.52	0.21	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	374	374	0.02	0.05	0.03	391
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.29	0.26	0.25	2.86	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	555	555	0.03	0.02	1.07	564
Vendor	0.01	< 0.005	0.23	0.09	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	169	169	0.01	0.02	0.19	177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	91.9	91.9	0.01	< 0.005	0.18	93.3
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.0	28.0	< 0.005	< 0.005	0.03	29.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

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

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

Off-Road	0.22	0.18	1.53	1.77	< 0.005	0.05	—	0.05	0.05	—	0.05	—	321	321	0.01	< 0.005	—	322
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.28	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	53.1	53.1	< 0.005	< 0.005	—	53.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.63	0.58	0.41	6.87	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,283	1,283	0.03	0.05	5.06	1,303
Vendor	0.03	0.01	0.47	0.20	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	368	368	0.01	0.05	0.89	385
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.56	0.55	6.07	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,196	1,196	0.04	0.05	0.13	1,212
Vendor	0.03	0.01	0.50	0.20	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	368	368	0.01	0.05	0.02	384
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.11	0.10	0.09	1.05	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	215	215	0.01	0.01	0.39	218
Vendor	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	65.5	65.5	< 0.005	0.01	0.07	68.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.5	35.5	< 0.005	< 0.005	0.06	36.1
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.8	10.8	< 0.005	< 0.005	0.01	11.3

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.30	4.33	11.0	0.02	0.06	—	0.06	0.06	—	0.06	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.30	4.33	11.0	0.02	0.06	—	0.06	0.06	—	0.06	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.77	1.96	< 0.005	0.01	—	0.01	0.01	—	0.01	—	321	321	0.01	< 0.005	—	322
Onsite truck	0.00	0.00	0.00	0.00	0.00	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 Equipm	0.01	0.01	0.14	0.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	53.1	53.1	< 0.005	< 0.005	—	53.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.63	0.58	0.41	6.87	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,283	1,283	0.03	0.05	5.06	1,303
Vendor	0.03	0.01	0.47	0.20	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	368	368	0.01	0.05	0.89	385
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.56	0.55	6.07	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,196	1,196	0.04	0.05	0.13	1,212
Vendor	0.03	0.01	0.50	0.20	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	368	368	0.01	0.05	0.02	384
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.11	0.10	0.09	1.05	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	215	215	0.01	0.01	0.39	218
Vendor	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	65.5	65.5	< 0.005	0.01	0.07	68.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.5	35.5	< 0.005	< 0.005	0.06	36.1
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.8	10.8	< 0.005	< 0.005	0.01	11.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

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

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

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.41	6.48	0.01	0.18	—	0.18	0.17	—	0.17	—	991	991	0.04	0.01	—	995
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.6	32.6	< 0.005	< 0.005	—	32.7
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.40	5.40	< 0.005	< 0.005	—	5.41
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.63	0.58	0.41	6.87	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,283	1,283	0.03	0.05	5.06	1,303
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	39.6	39.6	< 0.005	< 0.005	0.07	40.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.56	6.56	< 0.005	< 0.005	0.01	6.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.14	1.30	6.89	0.01	0.03	—	0.03	0.03	—	0.03	—	991	991	0.04	0.01	—	995
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.6	32.6	< 0.005	< 0.005	—	32.7
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.40	5.40	< 0.005	< 0.005	—	5.41
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.58	0.41	6.87	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,283	1,283	0.03	0.05	5.06	1,303
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	39.6	39.6	< 0.005	< 0.005	0.07	40.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.56	6.56	< 0.005	< 0.005	0.01	6.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	25.2	25.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.4	12.4	< 0.005	< 0.005	—	12.5

Architectural Coating	2.35	2.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.06	2.06	< 0.005	< 0.005	—	2.07
Architectural Coatings	0.43	0.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.58	0.41	6.87	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,283	1,283	0.03	0.05	5.06	1,303
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.55	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	< 0.005	< 0.005	0.20	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.6	18.6	< 0.005	< 0.005	0.03	18.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	25.2	25.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.4	12.4	< 0.005	< 0.005	—	12.5
Architectural Coatings	2.35	2.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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-Roa Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.06	2.06	< 0.005	< 0.005	—	2.07
Architectural Coatings	0.43	0.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.58	0.41	6.87	0.00	0.00	1.24	1.24	0.00	0.29	0.29	—	1,283	1,283	0.03	0.05	5.06	1,303
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.55	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	112	112	< 0.005	< 0.005	0.20	114
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.6	18.6	< 0.005	< 0.005	0.03	18.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Total	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Total	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	48.8	48.8	0.01	< 0.005	—	49.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	48.8	48.8	0.01	< 0.005	—	49.3

4.2.2. Electricity Emissions By Land Use - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Total	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Total	—	—	—	—	—	—	—	—	—	—	—	—	295	295	0.05	0.01	—	298
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	48.8	48.8	0.01	< 0.005	—	49.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	48.8	48.8	0.01	< 0.005	—	49.3

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	764	764	0.07	< 0.005	—	766
Total	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	764	764	0.07	< 0.005	—	766
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	764	764	0.07	< 0.005	—	766
Total	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	764	764	0.07	< 0.005	—	766
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	—	127
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	—	127

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	764	764	0.07	< 0.005	—	766
Total	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	764	764	0.07	< 0.005	—	766
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	764	764	0.07	< 0.005	—	766
Total	0.07	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	764	764	0.07	< 0.005	—	766
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	—	127
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	—	127

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.76	1.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coating	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.64	0.59	0.03	3.58	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.7	14.7	< 0.005	< 0.005	—	14.8
Total	2.63	2.58	0.03	3.58	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.7	14.7	< 0.005	< 0.005	—	14.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.76	1.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.00	2.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.05	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.20	1.20	< 0.005	< 0.005	—	1.21
Total	0.42	0.42	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.20	1.20	< 0.005	< 0.005	—	1.21

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.76	1.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.64	0.59	0.03	3.58	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.7	14.7	< 0.005	< 0.005	—	14.8
Total	2.63	2.58	0.03	3.58	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.7	14.7	< 0.005	< 0.005	—	14.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.76	1.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.00	2.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coating	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.05	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.20	1.20	< 0.005	< 0.005	—	1.21
Total	0.42	0.42	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.20	1.20	< 0.005	< 0.005	—	1.21

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Total	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Total	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	0.67	0.87	1.54	0.07	< 0.005	—	3.74
Total	—	—	—	—	—	—	—	—	—	—	—	0.67	0.87	1.54	0.07	< 0.005	—	3.74

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Total	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Total	—	—	—	—	—	—	—	—	—	—	—	4.03	5.24	9.27	0.41	0.01	—	22.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	0.67	0.87	1.54	0.07	< 0.005	—	3.74
Total	—	—	—	—	—	—	—	—	—	—	—	0.67	0.87	1.54	0.07	< 0.005	—	3.74

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Total	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Total	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	4.05	0.00	4.05	0.41	0.00	—	14.2
Total	—	—	—	—	—	—	—	—	—	—	—	4.05	0.00	4.05	0.41	0.00	—	14.2

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Total	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Total	—	—	—	—	—	—	—	—	—	—	—	24.5	0.00	24.5	2.45	0.00	—	85.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	4.05	0.00	4.05	0.41	0.00	—	14.2
Total	—	—	—	—	—	—	—	—	—	—	—	4.05	0.00	4.05	0.41	0.00	—	14.2

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21.3	21.3

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/7/2025	2/4/2025	5.00	20.0	—
Site Preparation	Site Preparation	2/14/2025	3/15/2025	5.00	21.0	—
Grading	Grading	3/21/2025	4/30/2025	5.00	29.0	—
Building Construction	Building Construction	5/15/2025	4/1/2026	5.00	230	—
Paving	Paving	4/16/2026	5/1/2026	5.00	12.0	—
Architectural Coating	Architectural Coating	5/15/2026	7/1/2026	5.00	34.0	—

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
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	7.00	367	0.40
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	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
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
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
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	150	11.7	LDA,LDT1,LDT2
Demolition	Vendor	0.00	8.40	HHDT,MHDT
Demolition	Hauling	27.4	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	150	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	150	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	150	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	13.5	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	150	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	150	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	150	11.7	LDA,LDT1,LDT2
Demolition	Vendor	0.00	8.40	HHDT,MHDT
Demolition	Hauling	27.4	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	150	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	150	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	150	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	13.5	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	150	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	150	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	123,413	41,138	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	47,512	—
Site Preparation	—	—	19.7	0.00	—
Grading	—	—	29.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Hotel	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

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
Total all Land Uses	0.00	0.00	0.00	0.00	-185	-185	-185	-67,525

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	-185	-185	-185	-67,525

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	123,413	41,138	—

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)
Hotel	527,702	204	0.0330	0.0040	2,383,013

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)
Hotel	527,702	204	0.0330	0.0040	2,383,013

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	2,105,442	8.96

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	2,105,442	8.96

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	45.4	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	45.4	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

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	8.86	annual days of extreme heat
Extreme Precipitation	18.6	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	4.51	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	5	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	5	1	1	4
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	6.38
AQ-PM	5.09
AQ-DPM	32.7
Drinking Water	59.7
Lead Risk Housing	50.0
Pesticides	78.9
Toxic Releases	0.95
Traffic	35.2
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	84.3
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	58.7
Solid Waste	70.4
Sensitive Population	—
Asthma	31.1
Cardio-vascular	20.6
Low Birth Weights	20.9
Socioeconomic Factor Indicators	—

Education	22.2
Housing	63.3
Linguistic	3.74
Poverty	30.8
Unemployment	77.1

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	60.25920698
Employed	89.43924034
Median HI	61.32426537
Education	—
Bachelor's or higher	75.15719235
High school enrollment	11.8311305
Preschool enrollment	46.13114333
Transportation	—
Auto Access	76.73553189
Active commuting	78.09572693
Social	—
2-parent households	31.79776723
Voting	98.54998075
Neighborhood	—
Alcohol availability	24.08571795
Park access	49.53163095
Retail density	40.95983575
Supermarket access	72.92441935

Tree canopy	94.23841909
Housing	—
Homeownership	45.09174901
Housing habitability	55.54985243
Low-inc homeowner severe housing cost burden	60.70832799
Low-inc renter severe housing cost burden	21.80161684
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	64.54510458
Arthritis	0.0
Asthma ER Admissions	61.3
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	66.1
Cognitively Disabled	35.0
Physically Disabled	54.0
Heart Attack ER Admissions	80.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	64.9
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—

Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	87.0
Elderly	16.8
English Speaking	65.2
Foreign-born	14.4
Outdoor Workers	64.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	86.7
Traffic Density	36.3
Traffic Access	23.0
Other Indices	—
Hardship	26.5
Other Decision Support	—
2016 Voting	98.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	26.0
Healthy Places Index Score for Project Location (b)	74.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
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	Hotel acreage in Table 1 of the Checklist, in the 'Hotel Parcel' line item. Inputs for hotel square feet on page 8 of the Checklist. Guayaki building demolition square feet on page 8 of the Checklist.
Construction: Construction Phases	project info
Construction: Trips and VMT	project info say 75 workers on peak day; conservatively assume 75 workers every work day.
Operations: Vehicle Data	Traffic report

Parking for Barlow Hotel Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Parking for Barlow Hotel
Construction Start Date	1/7/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	11.4
Location	38.40536215955919, -122.81911591986136
County	Sonoma-San Francisco
City	Sebastopol
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	996
EDFZ	2
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific 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
Parking Lot	232	Space	2.90	0.00	1.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.35	3.32	6.18	8.95	0.01	0.27	0.12	0.40	0.25	0.03	0.28	—	1,375	1,375	0.06	0.02	0.55	1,381
Mit.	3.22	3.22	2.23	9.37	0.01	0.04	0.12	0.16	0.04	0.03	0.07	—	1,375	1,375	0.06	0.02	0.55	1,381
% Reduced	4%	3%	64%	-5%	—	86%	—	59%	85%	—	76%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.84	1.55	14.1	14.9	0.03	0.64	7.17	7.81	0.59	3.44	4.04	—	2,778	2,778	0.11	0.02	0.01	2,788
Mit.	0.50	0.48	2.25	15.4	0.03	0.05	2.84	2.89	0.05	1.36	1.40	—	2,778	2,778	0.11	0.02	0.01	2,788
% Reduced	73%	69%	84%	-3%	—	92%	60%	63%	91%	61%	65%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.42	0.37	2.21	2.53	< 0.005	0.10	0.59	0.69	0.09	0.24	0.33	—	473	473	0.02	< 0.005	0.04	475
Mit.	0.18	0.18	0.39	2.82	< 0.005	0.01	0.24	0.25	0.01	0.10	0.11	—	473	473	0.02	< 0.005	0.04	475
% Reduced	57%	53%	83%	-11%	—	90%	59%	63%	89%	60%	68%	—	—	—	—	—	—	—

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.07	0.40	0.46	< 0.005	0.02	0.11	0.13	0.02	0.04	0.06	—	78.4	78.4	< 0.005	< 0.005	0.01	78.7
Mit.	0.03	0.03	0.07	0.51	< 0.005	< 0.005	0.04	0.05	< 0.005	0.02	0.02	—	78.4	78.4	< 0.005	< 0.005	0.01	78.7
% Reduced	57%	53%	83%	-11%	—	90%	59%	63%	89%	60%	68%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.35	3.32	6.18	8.95	0.01	0.27	0.12	0.40	0.25	0.03	0.28	—	1,375	1,375	0.06	0.02	0.55	1,381
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.84	1.55	14.1	14.9	0.03	0.64	7.17	7.81	0.59	3.44	4.04	—	2,778	2,778	0.11	0.02	0.01	2,788
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.42	0.37	2.21	2.53	< 0.005	0.10	0.59	0.69	0.09	0.24	0.33	—	473	473	0.02	< 0.005	0.04	475
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.07	0.40	0.46	< 0.005	0.02	0.11	0.13	0.02	0.04	0.06	—	78.4	78.4	< 0.005	< 0.005	0.01	78.7

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.22	3.22	2.23	9.37	0.01	0.04	0.12	0.16	0.04	0.03	0.07	—	1,375	1,375	0.06	0.02	0.55	1,381

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.50	0.48	2.25	15.4	0.03	0.05	2.84	2.89	0.05	1.36	1.40	—	2,778	2,778	0.11	0.02	0.01	2,788
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.18	0.18	0.39	2.82	< 0.005	0.01	0.24	0.25	0.01	0.10	0.11	—	473	473	0.02	< 0.005	0.04	475
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.03	0.03	0.07	0.51	< 0.005	< 0.005	0.04	0.05	< 0.005	0.02	0.02	—	78.4	78.4	< 0.005	< 0.005	0.01	78.7

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.42	1.19	10.9	11.0	0.03	0.47	—	0.47	0.43	—	0.43	—	2,717	2,717	0.11	0.02	—	2,726
Dust From Material Movement	—	—	—	—	—	—	1.59	1.59	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.09	0.08	0.71	0.72	< 0.005	0.03	—	0.03	0.03	—	0.03	—	179	179	0.01	< 0.005	—	179
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.02	0.01	0.13	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.6	29.6	< 0.005	< 0.005	—	29.7
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.33	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	60.9	60.9	< 0.005	< 0.005	0.01	61.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.04	4.04	< 0.005	< 0.005	0.01	4.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.67	0.67	< 0.005	< 0.005	< 0.005	0.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.26	1.33	15.0	0.03	0.05	—	0.05	0.05	—	0.05	—	2,717	2,717	0.11	0.02	—	2,726
Dust From Material Movement	—	—	—	—	—	—	0.62	0.62	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.09	0.99	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	179	179	0.01	< 0.005	—	179
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.6	29.6	< 0.005	< 0.005	—	29.7
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.33	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	60.9	60.9	< 0.005	< 0.005	0.01	61.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.04	4.04	< 0.005	< 0.005	0.01	4.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.67	0.67	< 0.005	< 0.005	< 0.005	0.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.80	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.92	0.95	< 0.005	0.04	—	0.04	0.04	—	0.04	—	161	161	0.01	< 0.005	—	162
Dust From Material Movement	—	—	—	—	—	—	0.47	0.47	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.17	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.7	26.7	< 0.005	< 0.005	—	26.8
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	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.43	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	81.2	81.2	< 0.005	< 0.005	0.01	82.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.38	5.38	< 0.005	< 0.005	0.01	5.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.89	0.89	< 0.005	< 0.005	< 0.005	0.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.23	1.20	14.2	0.02	0.05	—	0.05	0.05	—	0.05	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.08	0.94	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	161	161	0.01	< 0.005	—	162
Dust From Material Movement	—	—	—	—	—	—	0.18	0.18	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.7	26.7	< 0.005	< 0.005	—	26.8

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	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.43	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	81.2	81.2	< 0.005	< 0.005	0.01	82.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.38	5.38	< 0.005	< 0.005	0.01	5.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.89	0.89	< 0.005	< 0.005	< 0.005	0.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Paving (2025) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	0.70	6.13	8.21	0.01	0.27	—	0.27	0.25	—	0.25	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.83	0.70	6.13	8.21	0.01	0.27	—	0.27	0.25	—	0.25	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.07	0.06	0.54	0.72	< 0.005	0.02	—	0.02	0.02	—	0.02	—	109	109	< 0.005	< 0.005	—	109
Paving	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.1	18.1	< 0.005	< 0.005	—	18.1
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.73	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	131	131	0.01	0.01	0.55	133
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.06	0.06	0.06	0.65	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	122	122	< 0.005	0.01	0.01	123
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.8	10.8	< 0.005	< 0.005	0.02	10.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.78	1.78	< 0.005	< 0.005	< 0.005	1.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Paving (2025) - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.18	2.19	8.64	0.01	0.04	—	0.04	0.04	—	0.04	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.20	0.18	2.19	8.64	0.01	0.04	—	0.04	0.04	—	0.04	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.19	0.76	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	109	109	< 0.005	< 0.005	—	109
Paving	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.1	18.1	< 0.005	< 0.005	—	18.1
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.73	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	131	131	0.01	0.01	0.55	133
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.06	0.06	0.06	0.65	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	122	122	< 0.005	0.01	0.01	123
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.8	10.8	< 0.005	< 0.005	0.02	10.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.78	1.78	< 0.005	< 0.005	< 0.005	1.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Architectural Coating (2025) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	3.19	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.02	4.02	< 0.005	< 0.005	—	4.04
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.67	0.67	< 0.005	< 0.005	—	0.67
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Architectural Coating (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	3.19	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.02	4.02	< 0.005	< 0.005	—	4.04
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.67	0.67	< 0.005	< 0.005	—	0.67
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	1/7/2025	2/9/2025	5.00	24.0	—
Grading	Grading	2/11/2025	3/14/2025	5.00	24.0	—
Paving	Paving	3/18/2025	4/30/2025	5.00	32.0	—
Architectural Coating	Architectural Coating	5/6/2025	5/20/2025	5.00	11.0	—

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	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38

Paving	Tractors/Loaders/Back	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Site Preparation	Scrapers	Diesel	Tier 4 Final	1.00	8.00	423	0.48
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Tier 4 Final	1.00	8.00	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	2.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT

Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.00	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	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	7.50	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT

Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.00	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	0.00	0.00	7,579

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	36.0	0.00	—
Grading	—	—	24.0	0.00	—

Paving	0.00	0.00	0.00	0.00	2.90

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
Parking Lot	2.90	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005

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	8.86	annual days of extreme heat
Extreme Precipitation	18.6	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	4.51	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	5	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	5	1	1	4
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	6.38
AQ-PM	5.09
AQ-DPM	32.7
Drinking Water	59.7
Lead Risk Housing	50.0
Pesticides	78.9
Toxic Releases	0.95
Traffic	35.2
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	84.3
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	58.7
Solid Waste	70.4
Sensitive Population	—
Asthma	31.1

Cardio-vascular	20.6
Low Birth Weights	20.9
Socioeconomic Factor Indicators	—
Education	22.2
Housing	63.3
Linguistic	3.74
Poverty	30.8
Unemployment	77.1

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	60.25920698
Employed	89.43924034
Median HI	61.32426537
Education	—
Bachelor's or higher	75.15719235
High school enrollment	11.8311305
Preschool enrollment	46.13114333
Transportation	—
Auto Access	76.73553189
Active commuting	78.09572693
Social	—
2-parent households	31.79776723
Voting	98.54998075
Neighborhood	—
Alcohol availability	24.08571795

Park access	49.53163095
Retail density	40.95983575
Supermarket access	72.92441935
Tree canopy	94.23841909
Housing	—
Homeownership	45.09174901
Housing habitability	55.54985243
Low-inc homeowner severe housing cost burden	60.70832799
Low-inc renter severe housing cost burden	21.80161684
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	64.54510458
Arthritis	0.0
Asthma ER Admissions	61.3
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	66.1
Cognitively Disabled	35.0
Physically Disabled	54.0
Heart Attack ER Admissions	80.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	64.9

Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	87.0
Elderly	16.8
English Speaking	65.2
Foreign-born	14.4
Outdoor Workers	64.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	86.7
Traffic Density	36.3
Traffic Access	23.0
Other Indices	—
Hardship	26.5
Other Decision Support	—
2016 Voting	98.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	26.0
Healthy Places Index Score for Project Location (b)	74.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No

Project Located in a Low-Income Community (Assembly Bill 1550)	No
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	Project info
Construction: Construction Phases	Project info

The Barlow Hotel and Parking Lot, Sebastopol, CA (BAAQMD)

Unmitigated Construction Health Risk Assessment

Off-site Resident

Construction Specifics

	Year	Start Date	Stop Date	Days: 3rd Trimester	Days: 0<2	Days: Construction Duration	DPM (tons): HOTEL	DPM (tons): PARKING
Site Construction	2025	1/1/2025	12/31/2025	90	275	365	0.05	0.02
	2026	1/1/2026	7/1/2026	0	182	182	0.01	0

Construction Emissions, as applied to AERMOD results

	Year	Start Date	Stop Date	DPM (g/s): HOTEL	DPM (g/s): PARKING
Site Construction	2025	1/1/2025	12/31/2025	1.44E-03	5.75E-04
	2026	1/1/2026	7/1/2026	5.77E-04	0.00E+00

Risk Factors

	Abbreviation	Units	3rd Trimester	0<2
Daily Breathing Rate (95th %'ile)	DBR	L/kg-day	361	1090
Fraction Of Time At Home	FAH	unitless	1	1
Modeling Adjustment Factor	MAH	unitless	1	1
Exposure Frequency	EF	days/year	0.96	0.96
Age Sensitivity Factor	ASF	unitless	10	10
Inhalation Absorption Factor	A	unitless	1	1
Conversion Factor	CF_1	m^3/L	0.001	0.001
Conversion Factor	CF_2	$\mu g/m^3$	0.001	0.001
Cancer Potency Factor (diesel exhaust)	CPF	$mg/kg\text{-}day^{-1}$	1.1	1.1
Averaging Time (for residential exposure)	AT	years	70.00	70.00

Intake Factor for Inhalation, IF (m^3/kg-day)

	Year	Equation	3rd Trimester	0<2
Site Construction	2025	DBR*FAH*EF*ED*A	1.2E-02	1.1E-01
	2026	SF*A*CF/AT	0.0E+00	7.4E-02

Risk Calculation Part 1, R1

	Year	3rd Trimester	0<2
IF*CPF*CF	2025	1.3E-05	1.2E-04
	2026	0.0E+00	8.2E-05

	Max	UTM X	UTM Y
3rd Tri	0.55		
0<2	6.37		
	6.92	515775.69	4250472.49

Diesel Particulate Matter concentration, C_{DPM} (ug/m^3)

X (UTM)	Y (UTM	Site Construction 2025	Site Construction 2026
515496.41	4250761.32	1.2E-02	4.5E-03
515527.56	4250817.22	1.5E-02	5.8E-03
515467.4	4250740.84	7.7E-03	2.9E-03
515925.69	4250498.04	1.5E-02	4.2E-03
515906.06	4250456.64	1.5E-02	4.7E-03
515820.72	4250515.53	2.7E-02	9.7E-03
515359.01	4250676.62	2.6E-03	9.2E-04
515346.64	4250706.49	2.4E-03	8.6E-04
515562.98	4250912.16	1.3E-02	4.6E-03
515775.69	4250472.49	4.1E-02	1.6E-02

Risk Calculation Part 2 - Residential Receptors

$\sum R1*C_{DPM}$ 3rd Trimester	$\sum R1*C_{DPM}$ 0<2	$\sum R1*C_{DPM}$ Total	Cancer Risk per million	rec. no.	
1.59E-07	1.84E-06	2.00E-06	2.00	1	Sensitive
2.05E-07	2.37E-06	2.57E-06	2.57	2	Sensitive
1.03E-07	1.19E-06	1.30E-06	1.30	3	Sensitive
1.96E-07	2.15E-06	2.34E-06	2.34	4	Sensitive
1.99E-07	2.22E-06	2.42E-06	2.42	5	Sensitive
3.66E-07	4.17E-06	4.54E-06	4.54	6	Sensitive
3.43E-08	3.92E-07	4.27E-07	0.43	7	Sensitive
3.23E-08	3.69E-07	4.01E-07	0.40	8	Sensitive
1.71E-07	1.95E-06	2.12E-06	2.12	9	Sensitive
5.50E-07	6.37E-06	6.92E-06	6.92	17	Sensitive

The Barlow Hotel and Parking Lot, Sebastopol, CA (BAAQMD)

Unmitigated Construction Health Risk Assessment

Off-site Worker/Employee

Construction Specifics

	Year	Start Date	Stop Date	Days: 3rd Trimester	Days: 0<2	Days: Construction Duration	DPM (tons): HOTEL	DPM (tons): PARKING
Site Construction	2025	1/1/2025	12/31/2025	90	275	365	0.05	0.02
	2026	1/1/2026	7/1/2026	0	182	182	0.01	0

Construction Emissions, as applied to AERMOD results

	Year	Start Date	Stop Date	DPM (g/s): HOTEL	DPM (g/s): PARKING
Site Construction	2025	1/1/2025	12/31/2025	1.44E-03	5.75E-04
	2026	1/1/2026	7/1/2026	5.77E-04	0.00E+00

Risk Factors

	Abbreviation	Units	Worker
8HR Breathing Rate (95th %'ile)	8HR-BR	L/kg-day	230
Modeling Adjustment Factor	MAH	unitless	4.20
Exposure Frequency	EF	days/year	0.68
Age Sensitivity Factor	ASF	unitless	1
Inhalation Absorption Factor	A	unitless	1
Conversion Factor	CF_1	m^3/L	0.001
Conversion Factor	CF_2	$\mu g/m^3$	0.001
Cancer Potency Factor (diesel exhaust)	CPF	$mg/kg\text{-}day^{-1}$	1.1
Averaging Time (for residential exposure)	AT	years	70.00

Intake Factor for Inhalation, IF (m^3/kg-day)

	Year	Equation	Worker
Site Construction	2025	DBR*MAF*EF*ED*A	7.1E-03
	2026	SF*A*CF/AT	4.7E-03

Risk Calculation Part 1, R1

	Year	Worker
IF*CPF*CF	2025	7.8E-06
	2026	5.2E-06

Max	UTM X	UTM Y
2.00	515634.22	4250670.13

Diesel Particulate Matter concentration, C_{DPM} ($\mu g/m^3$)

X (UTM)	Y (UTM	Site Construction 2025	Site Construction 2026
515714.47	4250812.31	3.1E-02	8.7E-03
515634.22	4250670.13	2.0E-01	8.0E-02
515618.46	4250591.7	1.5E-01	5.9E-02
515728.12	4250764.52	3.6E-02	1.1E-02
515621.02	4250525.99	5.3E-02	2.1E-02
515642.78	4250478.19	5.3E-02	2.1E-02
515708.49	4250555.86	1.6E-01	6.4E-02

Risk Calculation Part 2 - Workplace Receptors

$\sum R1*C_{DPM}$ Total	Cancer Risk per million	rec. no.	
2.84E-07	0.28	10	Worker
2.00E-06	2.00	11	Worker
1.47E-06	1.47	12	Worker
3.37E-07	0.34	13	Worker
5.24E-07	0.52	14	Worker
5.24E-07	0.52	15	Worker
1.58E-06	1.58	16	Worker

The Barlow Hotel and Parking Lot, Sebastopol, CA (BAAQMD)

Unmitigated Construction Health Risk Assessment

Off-site Resident

Construction Specifics

	Year	Start Date	Stop Date	PM2.5 (tons) HOTEL	PM2.5 (tons) PARKING
Site Construction	2025	1/1/2025	12/31/2025	0.07	0.03
	2026	1/1/2026	7/1/2026	0.02	0

Construction Emissions, as applied to AERMOD results

	Year	Start Date	Stop Date	DPM (g/s) HOTEL	DPM (g/s) PARKING
Site Construction	2025	1/1/2025	12/31/2025	2.01E-03	8.63E-04
	2026	1/1/2026	7/1/2026	5.75E-04	0.00E+00

Residential ancd Workplace Receptors

Max	Year	UTM X	UTM Y
0.28	2025	515634.22	4250670.13

Annual Average $PM_{2.5}$ Concentration, $C_{PM2.5}$ (ug/m^3)

X (UTM)	Y (UTM	Site Construction 2025	Site Construction 2026	Max Impacts Max	Max Impacts Max Year		
515496.41	4250761.32	0.017	0.005	0.017	2025	1	
515527.56	4250817.22	0.021	0.006	0.021	2025	2	
515467.4	4250740.84	0.011	0.003	0.011	2025	3	
515925.69	4250498.04	0.021	0.004	0.021	2025	4	
515906.06	4250456.64	0.021	0.005	0.021	2025	5	
515820.72	4250515.53	0.039	0.010	0.039	2025	6	
515359.01	4250676.62	0.004	0.001	0.004	2025	7	
515346.64	4250706.49	0.003	0.001	0.003	2025	8	
515562.98	4250912.16	0.018	0.005	0.018	2025	9	
515714.47	4250812.31	0.044	0.009	0.044	2025	10	W
515634.22	4250670.13	0.283	0.080	0.283	2025	11	W
515618.46	4250591.7	0.208	0.059	0.208	2025	12	W
515728.12	4250764.52	0.051	0.011	0.051	2025	13	W
515621.02	4250525.99	0.074	0.021	0.074	2025	14	W
515642.78	4250478.19	0.074	0.021	0.074	2025	15	W
515708.49	4250555.86	0.224	0.063	0.224	2025	16	W
515775.69	4250472.49	0.058	0.016	0.058	2025	17	

The Barlow Hotel and Parking Lot, Sebastopol, CA (BAAQMD)

Unmitigated Construction Health Risk Assessment

Off-site Resident

Construction Specifics				Days	DPM (tons)	
	Year	Start Date	Stop Date	Construction Duration	HOTEL	PARKING
Site Construction	2025	1/1/2025	12/31/2025	365	0.05	0.02
	2026	1/1/2026	7/1/2026	182	0.01	0

Construction Emissions, as applied to AERMOD results				DPM (g/s)	
	Year	Start Date	Stop Date	HOTEL	PARKING
Site Construction	2025	1/1/2025	12/31/2025	1.44E-03	5.75E-04
	2026	1/1/2026	7/1/2026	5.77E-04	0.00E+00

Non-Cancer Effects

Substance	Chronic Inhalation	
DPM	5	ug/m^3

Residential Receptors

Max	Year	UTM X	UTM Y
0.04	2025	515634.22	4250670.13

Diesel Particulate Matter concentration, C_{DPM} (ug/m^3)

		Site Construction		Non Cancer Chronic Risk		Max HI			
X (UTM)	Y (UTM	2025	2026	2025	2026	Max	Max Year		
515496.41	4250761.32	0.012	0.005	2.4E-03	9.1E-04	0.002	2025	1	
515527.56	4250817.22	0.015	0.006	3.1E-03	1.2E-03	0.003	2025	2	
515467.4	4250740.84	0.008	0.003	1.5E-03	5.8E-04	0.002	2025	3	
515925.69	4250498.04	0.015	0.004	2.9E-03	8.3E-04	0.003	2025	4	
515906.06	4250456.64	0.015	0.005	3.0E-03	9.4E-04	0.003	2025	5	
515820.72	4250515.53	0.027	0.010	5.5E-03	1.9E-03	0.005	2025	6	
515359.01	4250676.62	0.003	0.001	5.1E-04	1.8E-04	0.001	2025	7	
515346.64	4250706.49	0.002	0.001	4.8E-04	1.7E-04	0.000	2025	8	
515562.98	4250912.16	0.013	0.005	2.5E-03	9.1E-04	0.003	2025	9	
515714.47	4250812.31	0.031	0.009	6.1E-03	1.7E-03	0.006	2025	10	W
515634.22	4250670.13	0.202	0.080	4.0E-02	1.6E-02	0.040	2025	11	W
515618.46	4250591.7	0.148	0.059	3.0E-02	1.2E-02	0.030	2025	12	W
515728.12	4250764.52	0.036	0.011	7.1E-03	2.2E-03	0.007	2025	13	W
515621.02	4250525.99	0.053	0.021	1.1E-02	4.2E-03	0.011	2025	14	W
515642.78	4250478.19	0.053	0.021	1.1E-02	4.2E-03	0.011	2025	15	W
515708.49	4250555.86	0.160	0.064	3.2E-02	1.3E-02	0.032	2025	16	W
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515925.69	4250498.04	7.23374	7.25677	4
515906.06	4250456.64	8.11714	5.53776	5
515820.72	4250515.53	16.81858	5.40593	6
515359.01	4250676.62	1.5936	0.46726	7
515346.64	4250706.49	1.49328	0.45718	8
515562.98	4250912.16	7.91947	2.33937	9
515714.47	4250812.31	15.06946	15.38081	10
515634.22	4250670.13	139.51271	2.58298	11
515618.46	4250591.7	102.37233	1.81985	12
515728.12	4250764.52	19.35254	13.45587	13
515621.02	4250525.99	36.29707	1.48803	14
515642.78	4250478.19	36.31241	1.41743	15
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515775.69	4250472.49	27.33072	2.99674	17 S

Appendix C

Biological Assessment for Parking Lot Site

MEMORANDUM

TO:	Kenyon Webster, Aldridge Development	FROM:	Rachel Miller, WRA
CC:		Hope Kingma, WRA	
DATE:	May 8, 2024		
SUBJECT:	Updated Preliminary Biological Assessment for The Batch Plant Parking Lot		

1.0 INTRODUCTION

1.1 Purpose

WRA, Inc. (WRA) has prepared this memorandum to summarize the methods, results, conclusions, and recommendations of a preliminary biological assessment to support the Batch Plant Parking Lot Project (Project), which is proposed at 385 Morris Street (Project Site), in the City of Sebastopol (City), California (**Attachment A, Figures 1 – 3**). Specifically, this memorandum provides updates to the prior memorandum titled "The Batch Plant Parking Lot – Preliminary Biological Assessment", prepared by WRA, dated June 2, 2022. The updates are provided to reflect the current (2024) Project Site conditions. The Project Site is bordered to the north and east by open space and the AmeriCorps Trail associated with Laguna de Santa Rosa, to the south by an existing construction equipment yard and storage building, and to the west by Morris Street and commercial development.

After reviewing the updated site plans and investigating current Project Site conditions, WRA has concluded that any changes from previous site plans do not change WRA's assessment or opinions.

1.2 Project Background

This memorandum focuses on the location of protected resources in relation to the Project Site and the Environmental and Scenic Open Space (ESOS) Combining District setback buffers (Chapter 17.46 of the Municipal Zoning Code). The objectives and criteria of the ESOS are outlined in Chapter 17.46 as follows:

> *"A. To protect the character and quality of the natural environment of critical parcels as identified within the General Plan:*
>
> *1. The elements of scale, form and color derived from the topography and native vegetation of the land shall be preserved.*
>
> *2. Development should be located in such a manner that the overall natural features and processes of the land can still be accommodated.*

B. Setback Buffers. Unless a reduced setback of no less than 50 feet is determined to be appropriate by the Planning Commission upon review of the resource analysis required by subsection D of this section and in conjunction with the findings required by SMC 17.46.060, a 100-foot minimum setback buffer shall be provided from the edge of a wetland, identified riparian dripline, identified endangered species population, or State Department of Fish and Wildlife Preserve, except on the Laguna Youth Park site where no building shall extend beyond 200 feet from the centerline of Morris Street. Up to 20 feet of the required setback may be provided as a landscaped trail area."

Previously-noted homeless encampments to the north and east of the Project Site were not present during the April 2024 Site visit. Additionally, the previously-mapped oxbow wetland east of the Project Site was inundated during the April 2024 Site visit.

The conclusions and recommendations of this report are based on conditions observed at the time of the April 2024 field assessment and regulatory policies and practices in place at the time the report was prepared; changes that may occur in the future regarding conditions, policies, or practices could affect the conclusions presented in this assessment.

2.0 METHODS

Prior to the site visits, background literature was reviewed to evaluate whether special-status species or other sensitive biological resources (e.g., wetlands) could occur in the Project Area and vicinity. Background literature reviewed included aerial photography and the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2024).

Previous Site Visits. On September 1, 2021, WRA biologists Hope Kingma and Matt Richmond traversed the Project Area and vicinity on foot to determine the presence of vegetation communities, special-status plant and wildlife species, essential habitat elements for any special-status plant or wildlife species, and the presence and extent of wetland and non-wetland waters on the Site and the immediate surroundings. WRA biologists also identified wetland and non-wetland waters adjacent to the Project Site potentially subject to regulation by the federal government (U.S. Army Corps of Engineers [USACE]), the state of California (Regional Water Quality Control Board [RWQCB] and the California Department of Fish and Wildlife [CDFW]), and the City of Sebastopol (ESOS Environmental and Scenic Open Space).

On May 25, 2022, WRA biologists Kevin Schwartz and Kelsey Scheckel surveyed on foot the Project Area and the vicinity to the north and east of the project area classifying plant communities according to Sawyer et al. (2009), determining the boundaries of potential wetlands, Waters, and other Waters of the U.S., and recording wildlife species.

April 2024 Site Visit. On April 5, 2024, WRA biologist Rachel Miller traversed the Project Area and vicinity on foot to confirm and update the extent of plant communities, special-status plant and wildlife species, essential habitat elements for any special-status plant or wildlife species, and the presence and extent of wetland and non-wetland waters on the Site and the immediate surroundings. Particular attention was given to the current composition and extent of vegetation communities and the extent of potential wetlands, Waters, and other Waters of the U.S. in the Project Site Vicinity.

3.0 EXISTING CONDITIONS

The Project Site is currently a vacant lot with a remnant concrete pad in the center, old concrete walls around the perimeter, and discarded items throughout the Site, including concrete blocks, fill material, gravel piles, and organic debris piles. The site was formerly a cement plant known as the "Sebastopol Ready Mix Plant Site" that was in operation pre-1985, likely much earlier, but the date is unknown. Historical aerial photographs show the cement plant in operation until at least 2005 (**Appendix B**). Historically, land between Morris Street and the Laguna de Santa Rosa was filled with dredged spoils from Laguna by the City (Cummings 2003) to make it useful for commercial and industrial purposes.

The Laguna de Santa Rosa creek channel is located approximately 200 feet to the east of the project site with associated floodplain vegetation both north and east of the Project Site (**Attachment A – Figure 4**). The eastern floodplain was inundated during the April 2024 survey. Historical imagery shows seasonal inundation of this floodplain, forming an oxbow wetland which becomes disconnected from the Laguna as seasonal inundation recedes, and later dries completely (Google Earth 2024). An AmeriCorps trail meanders through the eastern floodplain and a connector trail connects Morris Street with the AmeriCorps trail north of the Project Site. The majority of the Project Site is at least 10 to 15 feet higher than the adjacent floodplain areas.

4.0 VEGETATION COMMUNITIES

Vegetation communities in the Project Site and immediate proximity include valley oak (*Quercus lobata*) woodlands, mixed woodlands, arroyo willow (*Salix lasiolepis*) thickets, Himalayan blackberry (*Rubus armeniacus*) brambles, ruderal areas, reed canarygrass (*Phalaris arundinacea*) swards, Oregon ash (*Fraxinus latifolia*) groves, and horticultural trees. Vegetation communities are described below and are mapped on **Attachment A – Figure 4**.

Potential wetlands, Waters, and other Waters of the U.S. are mapped in the floodplain between the Project Site and the Laguna – these are vegetated with valley oak woodlands, reed canarygrass swards, and Oregon ash groves communities (**Attachment A – Figure 4**). This area is part of the City of Sebastopol's Laguna Wetlands Preserve. This Preserve provides habitat for a suite of wetland- and riparian-dependent species, as well as critical flood protection and water storage for the lower Russian River region by retaining floodwaters during high winter flows (Prunuske Chatham, Inc. 2015).

Attachment B lists plant and wildlife species observed during the April 5, 2024, site visit, and **Attachment C** provides representative photographs taken during the April 5, 2024, site visit.

4.1 Valley Oak Woodlands

Valley oak woodlands (*Quercus lobata* woodland alliance, S3/G3) occur directly to the north and to the east of the Project Site. Valley oak woodlands are defined by having a dominance of valley oaks in the tree canopy (>50% relative cover or >30% relative cover when other tree species are present). This community occurs within valley bottoms, floodplains, creeks, and stream terraces that have seasonally saturated soils and may be intermittently flooded (Sawyer et. al 2009). Valley oaks have a Wetland Indicator Status (WIS) of FACU, indicating that they usually occur in non-wetlands, but may occur in wetlands (USDA NRCS 2022). Valley oak woodlands are classified as sensitive vegetation communities.

Communities 1-3 are valley oak woodlands. These are detailed below and divided based on relative cover of valley oaks and the presence of other species. Note that potential wetlands, Waters, and other Waters of the U.S. are mapped with a portion of Community 3.

Community 1. This community occurs north of the connector trail and adjacent to Morris Street. Community 1 has a tree canopy of 60% absolute cover of valley oak, with 20% absolute cover of arroyo willow and boxelder (*Acer negundo*). The valley oak leaves were in bud during the April 2024 survey, and the cover of valley oak will increase as leaves mature. The shrub layer is dominated by Himalayan blackberry (70% absolute cover) with some coyote brush (*Baccharis pilularis*, 10% absolute cover).

Community 1 is a transitional area from the seasonally inundated area in the eastern floodplain and Morris Street to the west. Arroyo willow and Himalayan blackberry are classified as FACW, which indicates that they usually occur in wetlands but may occur in non-wetlands. Coyote brush is classified as an upland species (UPL), meaning that it almost never occurs in wetlands. Community 1 was not inundated during the April 2024 survey. The southwestern corner of this community has been re-classified as arroyo willow thickets (see Community 12).

Community 2. Community 2 is also north of the connector trail, east of Community 1 and adjacent to the eastern floodplain. This community is dominated by valley oak (60% absolute cover), with a higher cover of co-dominant species, including arroyo and Gooding's black willow (*Salix gooddingii,* 30% absolute cover) and Oregon ash (20% absolute cover). As in Community 1, the understory is composed of Himalayan blackberry and coyote brush.

Community 3. Community 3 occurs directly east of the Project Site, partially within and adjacent to the eastern floodplain. Community 3 is dominated by approximately 50% cover of valley oak in the tree layer, with some cherry plum (*Prunus cerasifera*, 20% absolute cover). The understory is dominated by Himalayan blackberry (90% cover), with fennel (*Foeniculum vulgare*, 5% cover) and poison oak (*Toxicodendron diversilobum*, 5% cover). Herbaceous species in the low-lying wetlands included narrow-leaved water plantain (*Alisma lanceolatum*, OBL), Santa Barbara sedge (*Carex barbarae*, FAC), curly dock (*Rumex crispus*, FAC), and winged water starwort (*Callitriche marginata*, OBL). Obligate (OBL) species almost always occur in wetlands, while facultative (FAC) species are equally likely to occur in wetlands and non-wetlands.

Potential wetlands, Waters, and other Waters of the U.S. occur within the eastern portion of Community 3; these are marked in **Attachment A – Figure 4**. The mapped extent was confirmed during the April 5, 2024, site visit by the presence and extent of hydrophytic vegetation and the presence of inundation and saturated soils. Hydrophytic vegetation included narrow-leaved water plantain, Santa Barbara sedge, curly dock, winged water starwort, and Himalayan blackberry.

4.2 Mixed Woodlands

Community 4. Mixed woodland (no vegetation alliance) occurs north of the Project Site, along the connector trail and AmeriCorp trail. This area was previously classified as valley oak woodland composed of an early successional stand of mixed hardwoods with >30% relative cover of valley oak. As the other species have matured, the relative cover of valley oak has decreased, and this community no longer qualifies as valley oak woodland (<30% relative cover of valley oak). The community was therefore re-classified as mixed woodlands during the April 2024 site survey.

Community 4 has a tree canopy composed of several co-dominant species, including cherry plum, Boxelder, valley oak, coast live oak (*Quercus agrifolia*), arroyo willow (*Salix lasiolepis*), and

Gooding's black willow. The understory of Community 4 is dominated by Himalayan blackberry (70% absolute cover), with some common rush (*Juncus patens*, 10% absolute cover) also present.

4.3 Arroyo Willow Thickets

Arroyo willow thickets (*Salix lasiolepis* Shrubland Alliance, S4/G4) occur within the Project Site (Community 5) and north of the Project Site adjacent to Morris Street (Community 12). Arroyo willow thickets are defined by the dominance (>50% relative cover) or co-dominance (>30% relative cover) of arroyo willow in the tall shrub or low tree canopy. Arroyo willows are classified as FACW; however, the dominance of this species does not automatically indicate the presence of a wetland, as this species occurs in non-wetlands approximately 33% of the time. This community is not classified as sensitive; however, a Corps-verified jurisdictional delineation (JD) would be required before conclusively classifying the arroyo willow thickets as uplands.

Community 5. An arroyo willow thicket occurs in the eastern portion of the Project Site, where a dense canopy of arroyo willow (80% absolute cover) has grown over large concrete blocks, discarded bricks, and rip rap. The understory is comprised of fennel and Himalayan blackberry. The concrete, bricks, and rip rap are remnants of the previous cement plant on site and/or may have been excavated from the depression immediately east of this community.

During the September 2021 site visit, Community 5 was previously characterized as a depressional wetland; however, the area was impenetrable to survey for hydric soils or hydrology indicators. During the May 2022 and April 2024 site surveys, Community 5 was not inundated or saturated and there were no other hydrology indicators present. Community 5 was therefore confirmed as a likely upland vegetation community during April 2024. However, this community cannot be conclusively classified as upland without a Corps-verified JD.

Community 12. During the April 2024 survey, the southeastern corner of Community 1 was re-classified as an arroyo willow thicket. Community 12 is dominated by arroyo willow at approximately 80% absolute cover in the tree canopy. The arroyo willows appear to have matured and grown since the May 2022 site visit. Himalayan blackberry dominates the understory of Community 12.

4.4 Himalayan Blackberry Brambles

Community 6. Himalayan blackberry brambles (*Rubus armeniacus* Shrubland Semi-natural Alliance, SNA/GNA) occur within the Project Site, adjacent to the arroyo willow thickets. Himalayan blackberry thickets are defined by the dominance of Himalayan blackberries (>60% relative cover) in the shrub layer (Sawyer et. al. 2009). The extent of Himalayan blackberry thickets was expanded during the April 2024 survey.

Himalayan blackberries dominate community 6, at 100% absolute cover in the shrub layer. Some arroyo willows and fennel are scattered through this community at less than 10% absolute cover. Himalayan blackberries are classified as a highly invasive species by the California Invasive Plant Council (Cal-IPC 2024), and this alliance is not classified as sensitive. However, Himalayan blackberries are classified as a facultative wetland species (FAC), so a Corps-verified JD would be required to conclusively classify this community as non-wetlands.

4.5 Ruderal Areas

Community 7. Within the Project Site, ruderal areas (no vegetation alliance) occur within and along the perimeter of the Site. The ruderal areas are dominated by invasive and non-native species and the community is not classified as sensitive. Dominant species include slim oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), and Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*). Other common species included Bermuda grass (*Cynodon dactylon*), Italian ryegrass (*Festuca perennis*), sweet fennel (*Foeniculum vulgare*), black mustard (Brassica nigra), rose clover (*Trifolium hirtum*), California burclover (*Medicago polymorpha*), and spring vetch (*Vicia sativa*).

Community 11. During the May 2022 site visit, a pile of vegetation debris was noted within this community. As of April 2024, the vegetation debris pile had significantly expanded and was mapped separately as land cover type 11 (**Attachment A – Figure 4**).

4.6 Reed Canarygrass

Community 8. Reed canarygrass swards (*Phalaris arundinacea* Herbaceous Semi-Natural Alliance, SNA/GNA) occur to the east and north of the oxbow wetland and along the AmeriCorps trail. Within the Project Site vicinity, this vegetation alliance is dominated by a monoculture of reed canarygrass, with a few scattered arroyo willows and Oregon ash trees along the perimeter. During the April 2024 survey, reed canarygrass occurred as emergent vegetation within the inundated portion of the eastern floodplain.

This alliance is not classified as sensitive; however, within the Project Site vicinity, it occurs within the potential wetlands, Waters, and other Waters of the U.S. (**Attachment A – Figure 4**). The mapped extent of potential wetlands was confirmed during the April 2024 site visit by the presence and extent of hydrophytic vegetation (i.e., reed canarygrass, which is a FACW species) and the presence of inundation.

4.7 Oregon Ash Groves

Community 9. Oregon ash groves (*Fraxinus latifolia* Forest and Woodland Alliance, S3.2/G4) occur in the northern and eastern portions of the Project Site. This alliance is defined by a tree canopy with >50% absolute cover or >30% relative cover of Oregon ash (Sawyer et. al. 2009). This alliance is classified as sensitive, and the Oregon ash groves in the Project Site vicinity also occur within potential wetlands, Waters, and other Waters of the U.S. Community 9 is composed of Oregon ash groves.

In the Project Site vicinity, Oregon ash groves are dominated by Oregon ash (60% absolute cover), with valley oaks also common (20% absolute cover). The understory is composed of young Oregon ash seedlings and Himalayan blackberry, with the herbaceous layer composed of reed canarygrass, water plantain, and curly dock. The mapped extent of potential wetlands was confirmed during the April 2024 site visit by the presence and extent of hydrophytic vegetation and the presence of inundation. Hydrophytic vegetation within Community 9 includes Oregon ash (FACW), Himalayan blackberry, reed canarygrass, water plantain (OBL), and curly doc (FAC).

4.8 Horticultural Trees

Community 10. Horticultural trees (no vegetation alliance) occur outside the northwestern corner of the Project Site, along the entrance to the AmeriCorps trail. Cherry plum, coast live oak, and holly leaf cherry (*Prunus ilicifolia*) are co-dominant in the tree canopy, with coyote brush and Himalayan blackberry in the shrub layer. This community is not classified as sensitive.

5.0 RECOMMENDATIONS

5.1 Analysis of Effects to Special-Status Species

Due to the extremely disturbed and historic land use of the project site, no special-status plant or wildlife species have potential to occur within the proposed parking lot development envelope. Based on the CNDDB records, no special-status plants or wildlife species are known to occur on or adjacent to the project site.

5.2 Laguna Wetlands Preserve Restoration and Management Plan

The purpose of the Laguna Wetlands Preserve Restoration and Management Plan is to guide the City's long-term management of the properties consistent with the Laguna Master Plan (Prunuske Chatham, Inc. 2015). The Plan includes an inventory of the natural, cultural, and recreational resources of the Preserve; describes restoration and management objectives and actions as well as environmental compliance requirements. The goals and policies most relevant to this document, include:

A. *Preservation of Laguna habitats, including sensitive habitats and lands that serve as buffers between the Laguna and urban or agricultural development.*
B. *Establish a Specific Park Development Plan Compatible with Protection and Enhancement Goals.*
    - *Native tree buffer between park uses and adjacent land uses, from 8-40' wide, designed to provide wildlife resources as well as screening. This buffer now exists in most places where it is feasible.*

5.3 City of Sebastopol ESOS Environmental and Scenic Open Space Requirements

The purpose of the ESOS Environmental and Scenic Open Space Combining District is to control land use within areas of great scenic or environmental value to the citizens of the Sebastopol General Plan area, to control any alteration of the natural environment and terrain in areas of special ecological and educational significance to the entire community as unique vegetative units or wildlife habitats or as unique geological or botanic specimens, and to enhance and maintain for the public welfare and well-being the public amenities accrued from the preservation of the scenic beauty and environmental quality of Sebastopol. The ESOS Combining District was established to implement the goals, policies and objectives of the Conservation, Open Space and Parks Element of the General Plan.

The ESOS Combining District includes setback requirements to protect the quality and integrity of certain unique scenic, ecologic or biotic environments (Zoning Code Chapter 17.92, ESOS – Environmental and Scenic Open Space District). The Project Site is zoned M Industrial and ESOS, Environmental and Scenic Open Space. The ESOS zone requires a 100-foot minimum setback

buffer from the edge of a wetland or identified riparian dripline, unless a reduced setback of no less than 50 feet is determined to be appropriate by the Planning Commission, based on review of a resource analysis. Up to 20 feet of the required setback may be provided as a landscaped trail area.

The requirements of the resource analysis are detailed subsection D; however, Section 17.46.090 states that the Planning Commission can modify the study requirements based on substantial evidence provided by a qualified professional that specific resources of potential concern do not occur on the property or will not be affected by the project.

5.4 Previous Conceptual Development Plan Modifications and Recommendations

Based on the September 2021 and May 2022 site visits, WRA previously recommended that the Conceptual Development Plan, dated 7/14/21, be revised in order to avoid impacts to potential wetlands on the site. WRA recommended that the proposed development be confined to the limits of existing disturbance (Limit of Disturbance), as illustrated in **Figure 3**. Finally, the Conceptual Development Plan dated 7/14/21 showed the Laguna Promenade trail extending off the project site to connect with the existing dirt trail to the north; however, there is a very steep slope that would make a trail extension infeasible at that location and would likely result in impacts to mature willows. The current plans (dated 5/6/2024, **Attachment D**) incorporate these recommendations (see Section 6.2).

6.0 OTHER CONSIDERATIONS

6.1 Analysis of Potential Effects to Water Quality

The current proposed plans (dated 5/6/2024, **Attachment D**) illustrates that there are several stormwater treatment facilities, such as a bioretention basin and bio-treatment swales with native plantings, proposed along the southern and eastern borders of the parking lot to retain and treat stormwater run-off. It is assumed that the treated stormwater will be discharged to the existing storm drain system in Morris Street.

To further ensure that there are no water quality impacts to adjacent floodplain that is located north and east of the project site, the grading of the parking lot will be sloped away from the wetland and floodplain as indicated in the Conceptual Grading Plan L2.0. Installation of a concrete barrier around the site perimeter is also shown on the current plants; this concrete barrier would provide an additional measure of protection for the adjacent biological resources by preventing any run-off from the parking lot from flowing into the adjacent wetland. This would be a significant improvement over the current site conditions since there is no barrier between the limits of disturbance and the adjacent wetlands at this time.

6.2 Revised Plans for the Batch Plant Parking Lot

The current plans for the Batch Plant Valet Parking Lot prepared by ZAC Landscape Architects Inc., (dated 5/6/2024, **Attachment D**) show that the proposed Laguna Promenade trail and overlook on the eastern edge of the project site are located within the limits of existing disturbance (see Sheet L1.1). A previously-planned trail connection to the north has been removed from the current plans.

The Conceptual Grading Plan (Sheet L2.0) shows that the site will be sloped away from the wetland and floodplain towards Morris Street. The Conceptual Landscape Plan (Sheet L3.0) illustrates the proposed native plantings and retained existing vegetation.

7.0 CONCLUSIONS

This report provides a resource analysis of the existing vegetative and biotic characteristics of the property and the changes that may occur as a result of a development project. After reviewing the updated Barlow Batch Plant Valet Parking Lot Plans, any changes from previous site plans do not change WRA's assessment or opinions.

The previous plans for the Batch Plant Parking Lot dated 11/16/21 and 04/28/2022 were modified as recommended above, and the stormwater treatment facilities do not discharge directly into the Laguna floodplain.

Stormwater runoff. The current proposed development (dated 5/6/2024, **Attachment D**) would be an improvement in stormwater runoff as the current conditions allow runoff into the Laguna de Santa Rosa. Previous plan versions (dated 11/16/2021 and 4/28/2022) were modified as recommended above, and the current proposed plans (dated 5/6/2024, **Attachment D**) would ensure that runoff is funneled into the City's stormwater facilities stormwater treatment and does not discharge directly into the Laguna floodplain. As such, the proposed parking lot will not impact the biological resources associated with the Laguna Wetlands Preserve.

The current proposed plans also significantly increase the natural treatment of stormwater runoff by adding bio-retention and treatment on site. The current plan shows a greater than 30% increase in native vegetative and tree cover on site which would help the City meet some of its Climate Protection Campaign and Sonoma County Climate Action Plan goals.

Grading Limits of Disturbance. WRA recommends confining the Project to within the limits of previous disturbance (**Attachment A – Figure 3**). Grading within the Limits of Disturbance should not impact mature oaks growing outside of the Limits of Disturbance. These trees established themselves 10 to 15 feet below the current grade and while this area had been an active cement plant. The soil within the Limits of Disturbance has already been highly compacted for over 50 years. The proposed plans will de-compact a large portion of the area to allow for the creation of bio-retention facilities and tree plantings. These are improvements over the existing conditions. Best management practices and tree protection measures will be installed to prevent any impact to existing native vegetation communities.

Nesting Birds. If project construction is initiated during the breeding season (February 15 – September 1), a preconstruction nesting bird survey will be required to ensure that project activities do not disturb raptors or other native birds that likely nest in the adjacent floodplain that is located north and east of the project site. If active nests are identified, suitable non-disturbance buffers will be required, as determined by a qualified biologist.

During the May 2022 site visit and breeding season, WRA biologists saw City maintenance staff mowing the AmeriCorps trail which traverses directly through wetlands, saturated soils, and nesting bird habitat. City staff informed the WRA biologists that they mow the area, trim branches, and clear fallen debris 3 times per season. The maintenance crew nearly got their pickup stuck in the wetlands as the soils in these areas are saturated. Driving in these areas on saturated soils compacts the soil, creates ruts, and increases the likelihood that invasive species of plants will take hold. These types of disturbances have a much greater impact on the wetlands and wildlife than the proposed project work in an area previously used as a cement

plant. Increased visitation in the project area potentially could also decrease the incidence of dumping, homelessness, and point sources of pollution into the Laguna de Santa Rosa that currently plague the area along the AmeriCorps trail. The City regularly removes large areas of garbage from the areas north and east of the Project Site within the Laguna Wetlands Reserve.

Summary. It is WRA's professional opinion that due to the existing character of the property and the proposed scope of the proposed project, the full scope of studies called for by SMC 17.46.050(D) is not necessary, given the fact that the parking lot footprint was previously intensely developed and disturbed, and the proposed project would not expand beyond the limits of prior disturbance on the site. The wetland boundary east of the Project Site is located outside of the 50-foot development setback, per the current plans (dated 5/6/2024, **Attachment D**), and this reduced setback is appropriate for this site. The current proposed plan (dated 5/6/2024, **Attachment D**) would slope the site away from this edge, improving the water quality of the Laguna de Santa Rosa as compared to the existing conditions which provide no barrier. In addition, the proposed landscaping would provide an improved buffer over the current conditions. The existing mature valley oaks on the eastern edge of the project site provide an adequate native tree buffer between the edge of the project site (limits of the proposed parking lot) and the wetland floodplain associated with the Laguna de Santa Rosa.

8.0 ATTACHMENTS:

Attachment A. Figures
- Figure 1. Location
- Figure 2. Aerial Vicinity
- Figure 3. Aerial Map
- Figure 4. Existing Conditions Survey (April 5, 2024)
- Figure 5. Photo Locations

Attachment B. Project Site Photographs April 5, 2024

Attachment C. List of Observed Plant and Animal Species in Project Site and Vicinity on April 5, 2024

Attachment D. Barlow Batch Plant Parking Lot Plans (dated 5/6/2024)

9.0 REFERENCES:

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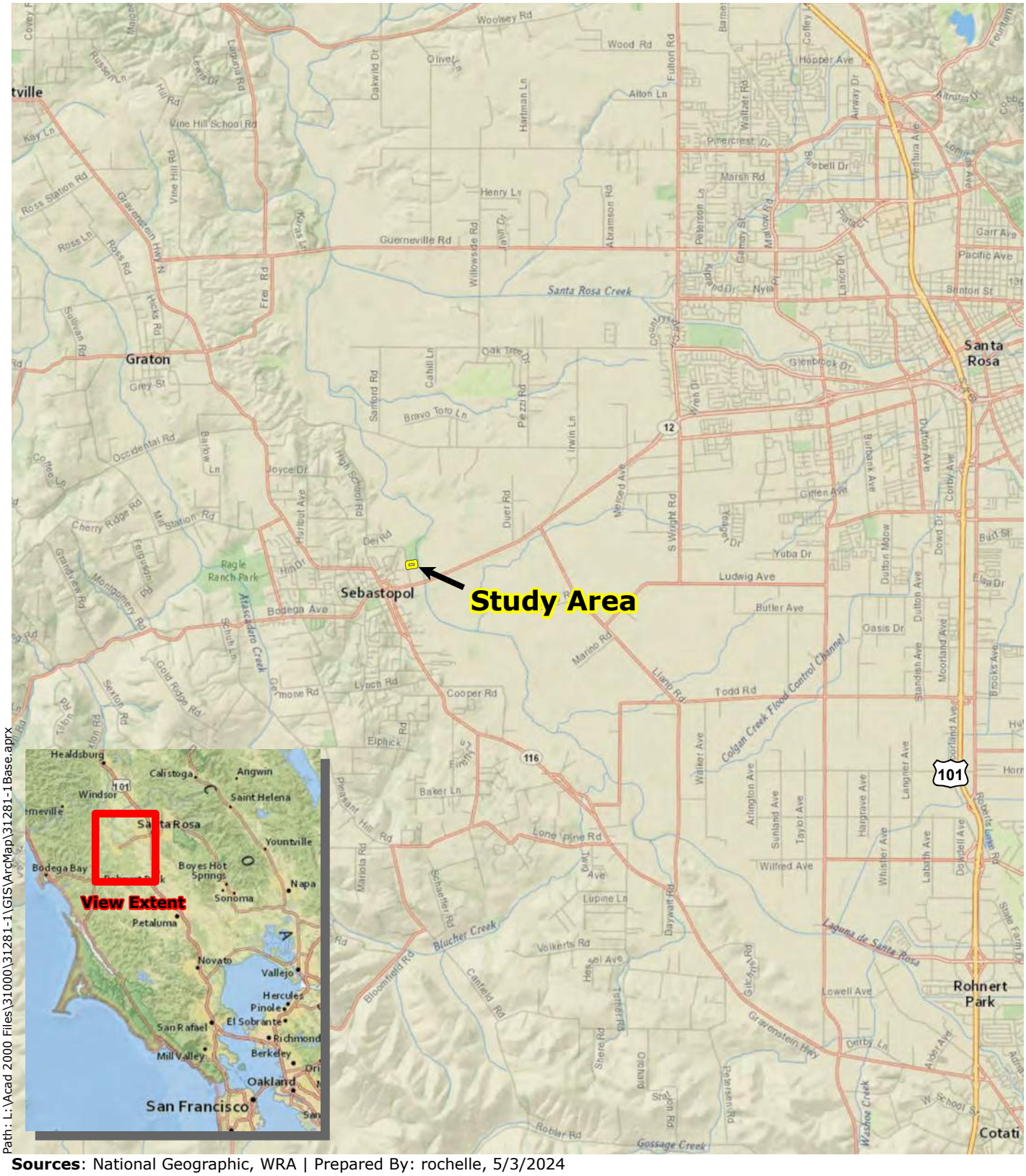
USDA, NRCS. 2024. The PLANTS Database. National Plant Data Team, Greensboro, NC USA. Online at: plants.usda.gov; most recently accessed April 2024.



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Sources: National Geographic, WRA | Prepared By: rochelle, 5/3/2024

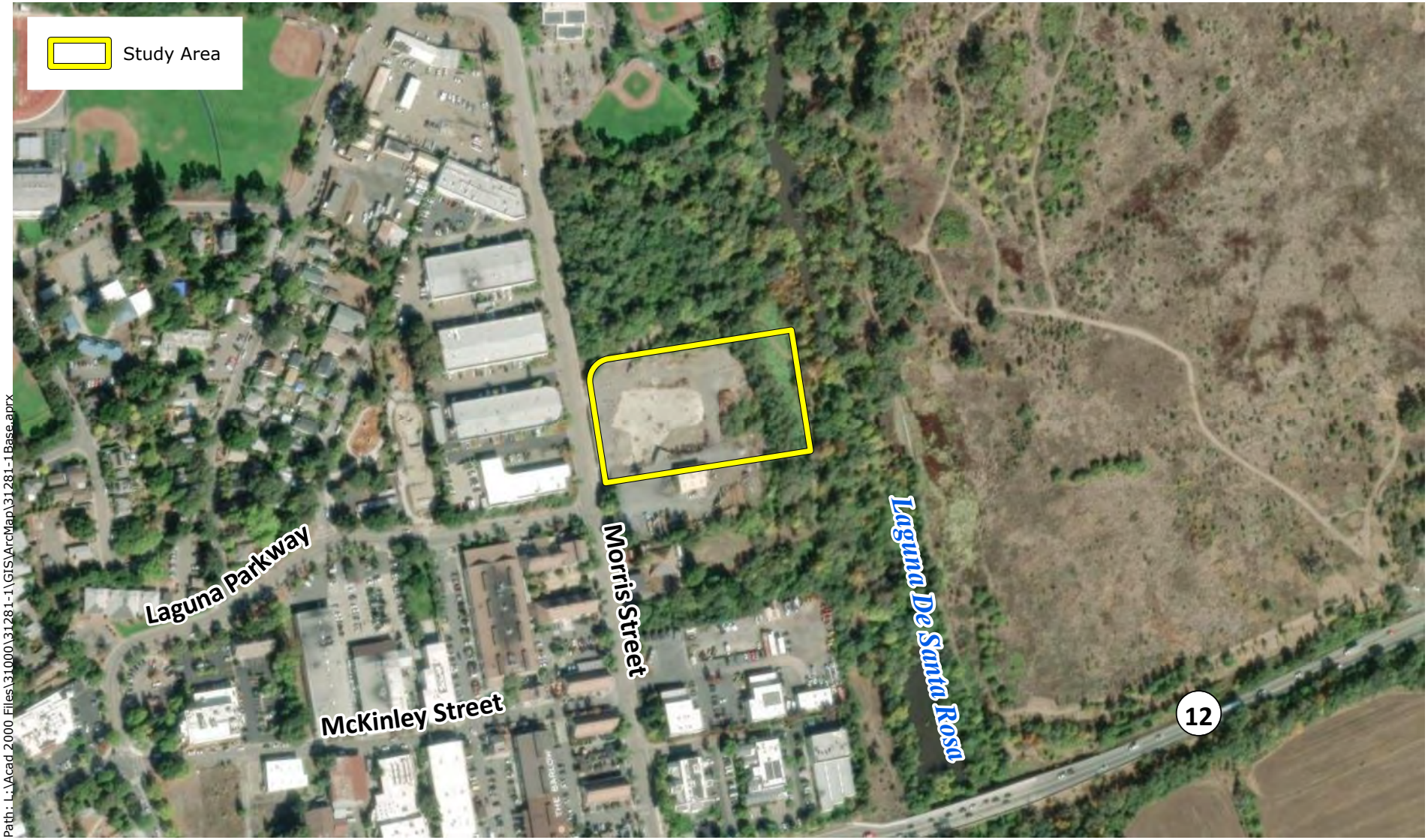
Figure 1. Study Area Regional Location Map

The Barlow Parking at Batch Plant
Sebastopol, California

0 1 2 Miles

N

wra Environmental Consultants



Sources: 2018 Sonoma County Aerial, WRA | Prepared By: rochelle, 5/3/2024

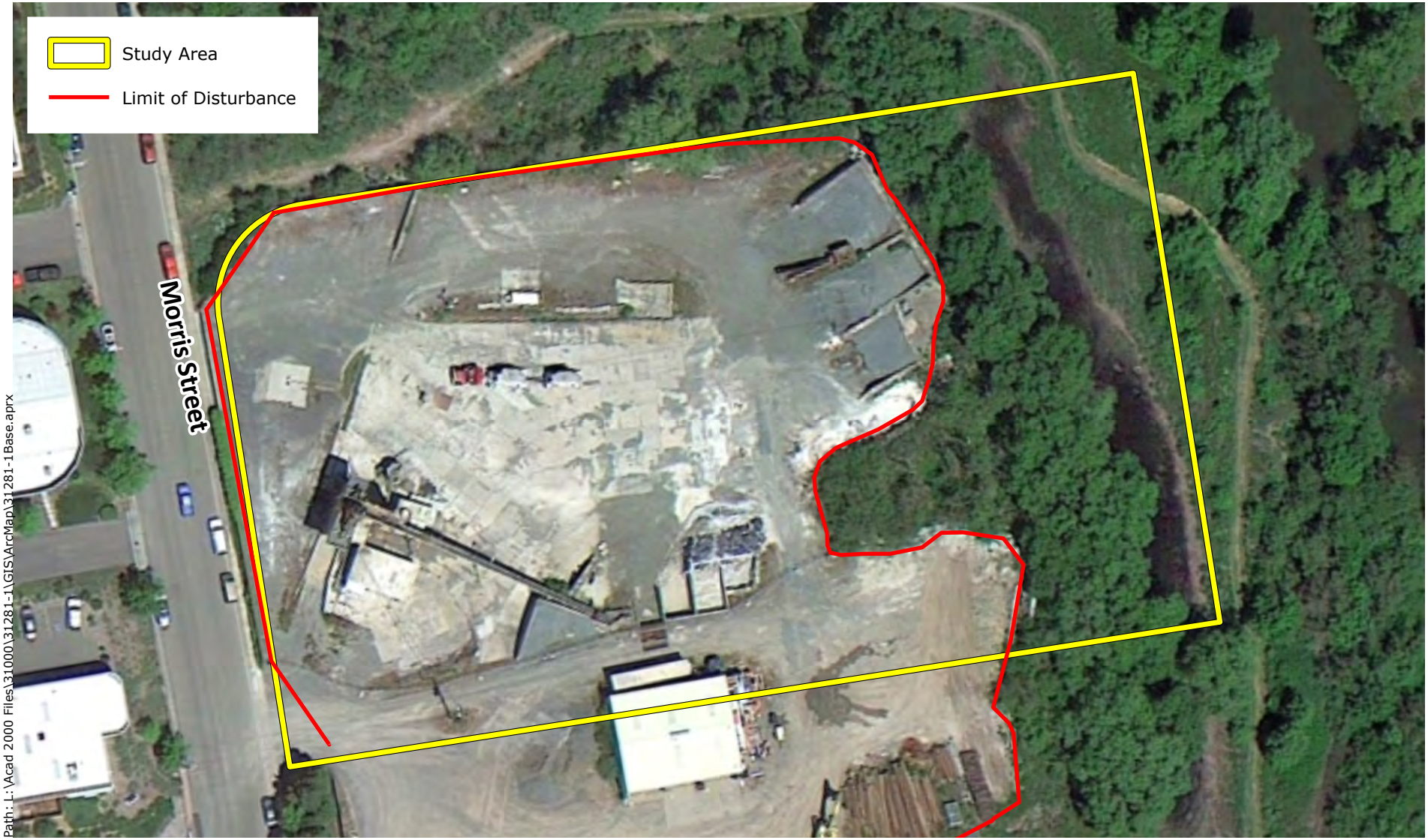
Figure 2. Aerial Vicinity Map

The Barlow Parking at Batch Plant
Sebastopol, California

0 250 500 Feet

N

wra Environmental Consultants



Sources: ZAC Prvided Aerial, WRA | Prepared By: rochelle, 5/3/2024

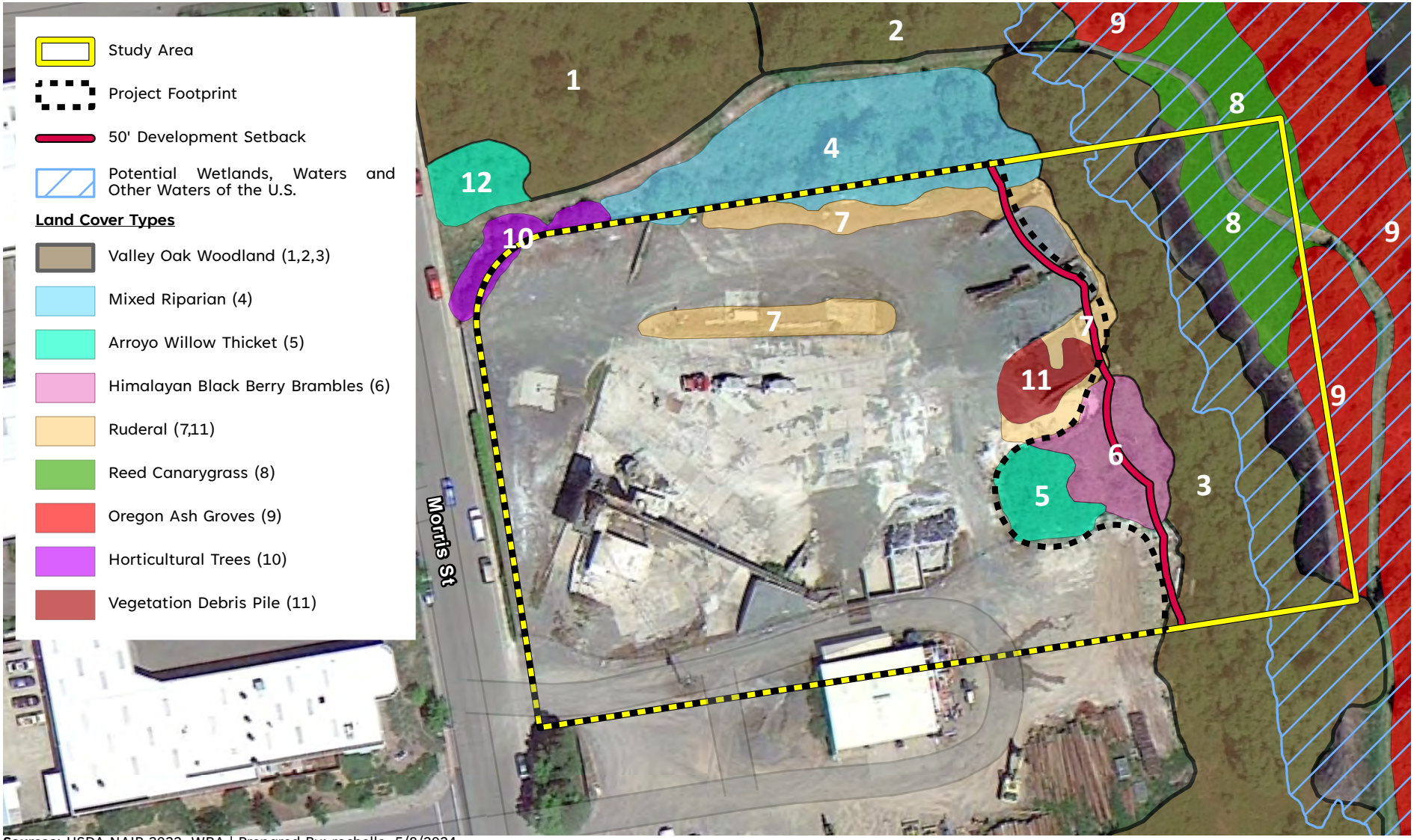
Figure 3. Study Area Aerial Map

The Barlow Parking at Batch Plant
Sebastopol, California

0 50 100 Feet

N

wra Environmental Consultants



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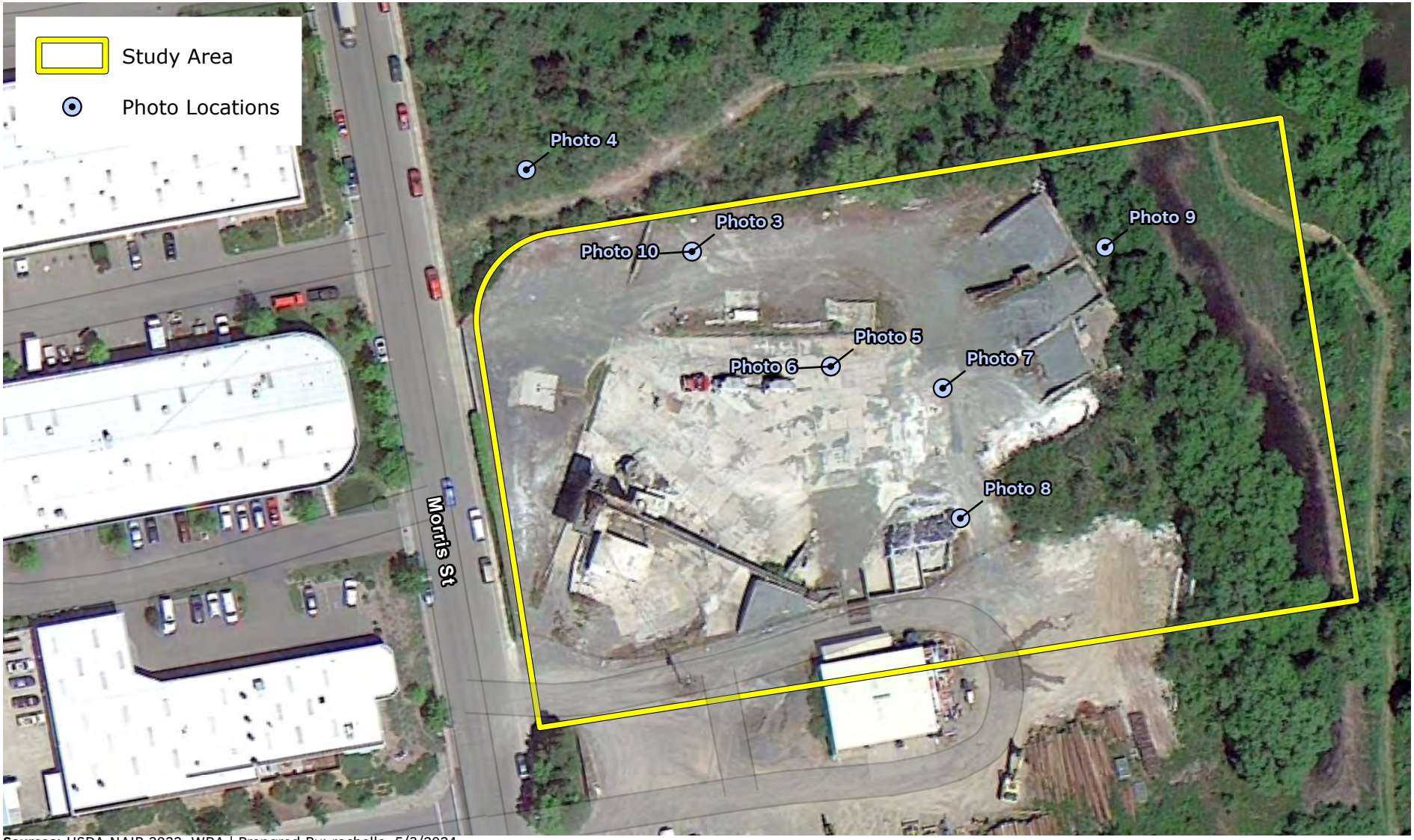
Sources: USDA NAIP 2022, WRA | Prepared By: rochelle, 5/8/2024

Figure 4. Existing Conditions Survey (April 5, 2024)

The Barlow Parking at Batch Plant
Sebastopol, California

wra Environmental Consultants



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Sources: USDA NAIP 2022, WRA | Prepared By: rochelle, 5/3/2024

Figure 5. Photo Locations

The Barlow Parking at Batch Plant
Sebastopol, California

wra Environmental Consultants

Photo 1. Historical aerial imagery of the Project Site, showing history of disturbance on the site, with active concrete plant. The oxbow wetland to the east of the Project Site is seasonally dry. Aerial imagery date: October 19, 2003.

Photo 2. Historical aerial imagery of the Project Site, showing high inundation throughout the Laguna de Santa Rosa and floodplain east of the site. Aerial imagery date: December 23, 2005.

Photo 3. Overview of the Project Site, showing concrete pad, gravel/paved areas, discarded concrete blocks, and ruderal vegetation (Community 7). Facing south; photo taken April 5, 2024.

Photo 4. Representative view of connector trail north of the Project Site. Arroyo willow thicket (Community 12) on left, and horticultural trees (Community 10) on right. Facing northeast; photo taken April 5, 2024.

Photo 5. Representative view of mixed riparian (Community 4). Facing southeast; photo taken April 5, 2024.

Photo 6. Representative view of reed canarygrass swards (Community 8), with valley oak woodland (Community 3) on right. The AmeriCorps trail is inundated in photo center. Facing southeast; photo taken April 5, 2024.

Photo 7. Vegetation debris pile in Project Site (Land Cover 11; not a vegetation community). Facing northeast; photo taken April 5, 2024.

Photo 8. Arroyo willow thicket (Community 5), with fennel in understory. Facing west; photo taken April 2024.

Photo 9. View from eastern border of the Project Site, showing inundated oxbow wetland, Reed canarygrass swards (Community 8), and Oregon ash groves (Community 9) beyond. Facing east; photo taken April 5, 2024.

Photo 10. Representative view of Project Site, showing concrete pad and ruderal vegetation (Community 7). Facing southeast; photo taken April 5, 2024.

Attachment C. List of Observed Plant and Animal Species in Project Site and Vicinity on April 5, 2024

TSCIENTIFIC NAME	COMMON NAME	ORIGIN	FORM	RARITY STATUS[1]	CAL-IPC STATUS[2]	WETLAND STATUS[3]
Acer negundo	Boxelder	native	tree	-	-	FACW
Alisma lanceolatum	Water plantain	non-native	perennial herb (aquatic)	-	-	OBL
Avena barbata	Slim oat	non-native (invasive)	annual, perennial grass	-	Moderate	-
Baccharis pilularis	Coyote brush	native	shrub	-	-	-
Brassica nigra	Black mustard	non-native (invasive)	annual herb	-	Moderate	-
Bromus diandrus	Ripgut brome	non-native (invasive)	annual grass	-	Moderate	-
Bromus hordeaceus	Soft chess	non-native (invasive)	annual grass	-	Limited	FACU
Bromus sitchensis var. *carinatus*	California brome	native	perennial grass	-	-	-
Callitriche marginata	Winged water starwort	native	annual herb (aquatic)	-	-	OBL
Carduus pycnocephalus ssp. *pycnocephalus*	Italian thistle	non-native (invasive)	annual herb	-	Moderate	-
Carex barbarae	Valley sedge	native	perennial grasslike herb	-	-	FAC
Erodium cicutarium	Red stemmed filaree	non-native (invasive)	annual herb	-	Limited	-
Erodium moschatum	Whitestem filaree	non-native	annual herb	-	-	-
Festuca myuros	Rattail sixweeks grass	non-native (invasive)	annual grass	-	Moderate	FACU
Festuca perennis	Italian rye grass	non-native (invasive)	annual, perennial grass	-	Moderate	FAC
Foeniculum vulgare	Fennel	non-native (invasive)	perennial herb	-	High	-
Fraxinus latifolia	Oregon ash	native	tree	-	-	FACW
Geranium dissectum	Wild geranium	non-native (invasive)	annual herb	-	Limited	-
Hordeum murinum	Foxtail barley	non-native (invasive)	annual grass	-	Moderate	FACU
Hypochaeris radicata	Hairy cats ear	non-native (invasive)	perennial herb	-	Moderate	FACU
Juncus patens	Common rush	native	perennial grasslike herb	-	-	FACW
Lactuca serriola	Prickly lettuce	non-native	annual herb	-	-	FACU

Attachment C. List of Observed Plant and Animal Species in Project Site and Vicinity on April 5, 2024

TSCIENTIFIC NAME	COMMON NAME	ORIGIN	FORM	RARITY STATUS[1]	CAL-IPC STATUS[2]	WETLAND STATUS[3]
Medicago polymorpha	Bur clover	non-native (invasive)	annual herb	-	Limited	FACU
Nicotiana sp. (NIF)	-	-	-	-	-	-
Phalaris arundinacea	Reed canarygrass	native	perennial grass	-	-	FACW
Plantago elongata	Coastal plantain	native	annual herb	-	-	FACW
Plantago lanceolata	Ribwort	non-native (invasive)	perennial herb	-	Limited	FAC
Poa annua	Annual blue grass	non-native	annual grass	-	-	FAC
Prunus cerasifera	Cherry plum	non-native (invasive)	tree	-	Limited	-
Prunus ilicifolia	Holly leaf cherry	native	tree, shrub	-	-	-
Pyrus communis	Common pear	non-native	tree	-	-	-
Quercus agrifolia	Coast live oak	native	tree	-	-	-
Quercus lobata	Valley oak	native	tree	-	-	FACU
Raphanus sativus	Wild radish	non-native (invasive)	annual, biennial herb	-	Limited	-
Rorippa curvipes	Bluntleaf yellow cress	native	annual herb	-	-	FACW
Rosa sp.	-	-	-	-	-	-
Rubus armeniacus	Himalayan blackberry	non-native (invasive)	shrub	-	High	FAC
Rumex crispus	Curly dock	non-native (invasive)	perennial herb	-	Limited	FAC
Salix babylonica	Weeping willow	non-native	tree	-	-	FAC
Salix gooddingii	Goodding's black willow	native	tree	-	-	FACW
Salix lasiolepis	Arroyo willow	native	tree, shrub	-	-	FACW
Silybum marianum	Milk thistle	non-native (invasive)	annual, perennial herb	-	Limited	-
Sonchus asper ssp. *asper*	Prickly sow thistle	non-native	annual herb	-	-	FAC
Toxicodendron diversilobum	Poison oak	native	vine, shrub	-	-	FACU

Note: All species identified using the *Jepson eFlora* [Jepson Flora Project (eds.) 2024]; nomenclature follows *Jepson eFlora* [Jepson Flora Project (eds.) 2024] or Inventory of Rare and Endangered Plants (CNPS 2024). Sp.: "species," intended to indicate that the observer was confident in the identity of the genus but uncertain which species.

[1] **California Native Plant Society. 2024. Inventory of Rare and Endangered Plants (online edition, v9-01 1.5). Sacramento, California. Online at: http://rareplants.cnps.org/; most recently accessed: April 2024.**

FE: Federal Endangered
FT: Federal Threatened
SE: State Endangered
ST: State Threatened
SR: State Rare

Rank 1A:	Plants presumed extinct in California
Rank 1B:	Plants rare, threatened, or endangered in California and elsewhere
Rank 2:	Plants rare, threatened, or endangered in California, but more common elsewhere
Rank 3:	Plants about which we need more information – a review list
Rank 4:	Plants of limited distribution – a watch list

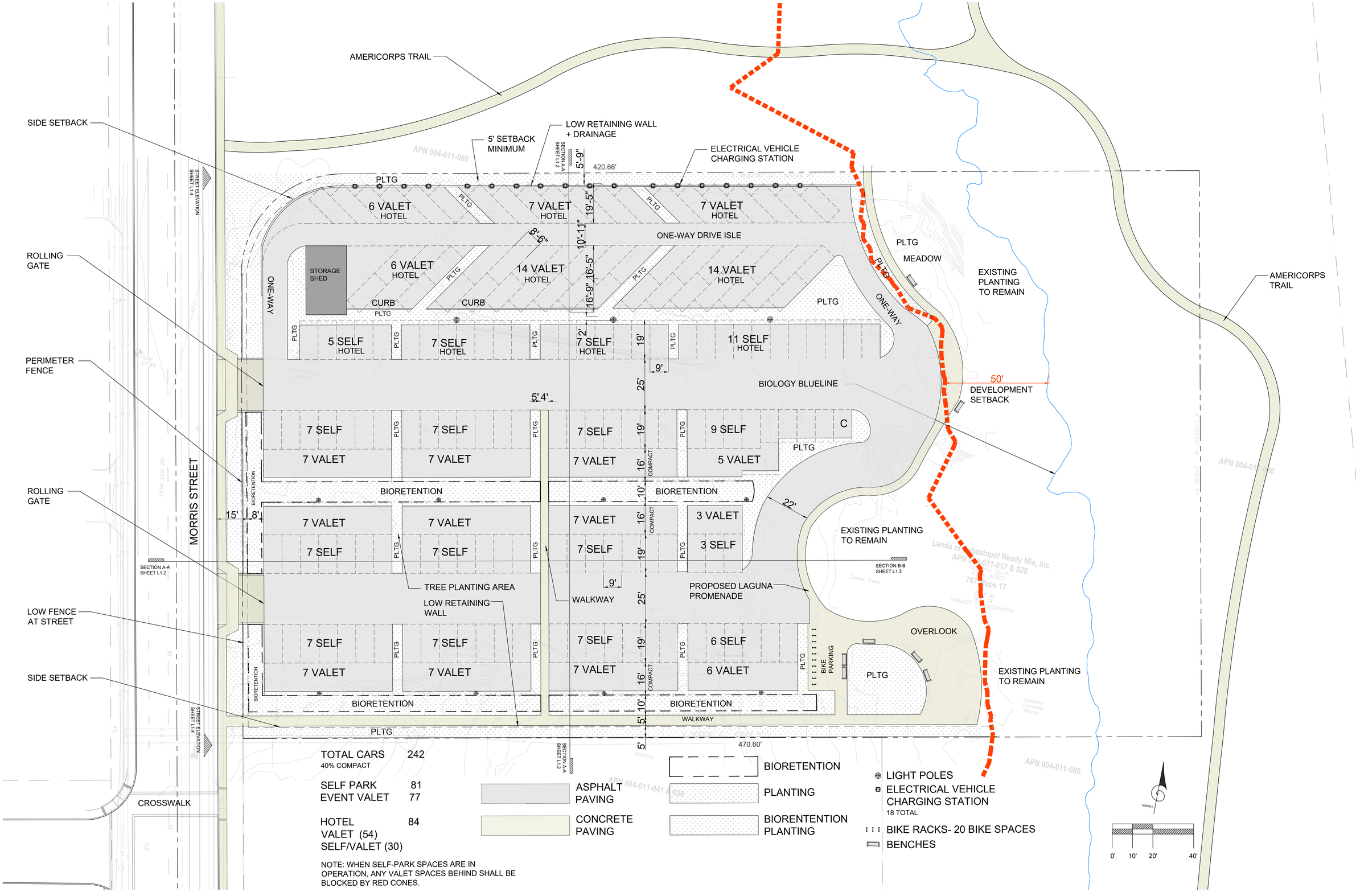
[2] **California Invasive Plant Council. 2024. California Invasive Plant Inventory Database. California Invasive Plant Council, Berkeley, CA. Online at: http://www.cal-ipc.org/paf/; most recently accessed: April 2024.**

High:	Severe ecological impacts; high rates of dispersal and establishment; most are widely distributed ecologically.
Moderate:	Substantial and apparent ecological impacts; moderate-high rates of dispersal, establishment dependent on disturbance; limited-moderate distribution ecologically
Limited:	Minor or not well documented ecological impacts; low-moderate rate of invasiveness; limited distribution ecologically
Assessed:	Assessed by Cal-IPC and determined to not be an existing current threat

[3] **U.S. Army Corps of Engineers. 2022. National Wetland Plant List, version 3.6. Online at: http://wetland-plants.sec.usace.army.mil/**

OBL:	Almost always found in wetlands
FACW:	Usually found in wetlands
FAC:	Equally found in wetlands and uplands
FACU:	Usually not found in wetlands
UPL:	Almost never found in wetlands
NL:	Not listed, assumed almost never found in wetlands
NI:	No information; not factored during wetland delineation

WILDLIFE		
SCIENTIFIC NAME	**COMMON NAME**	**STATUS**
BIRDS		
Aphelocoma californica	California scrub-jay	No status
Sayornis nigricans	black phoebe	No status
Thryomanes bewickii	Bewick's wren	No status
Melospiza melodia	Song sparrow	No status
Pipilo maculatus	Spotted Towhee	No status
Anas platyrhynchos	Mallard	No status
Corvus brachyrhynchos	American crow	No status



TOTAL CARS	242
40% COMPACT	
SELF PARK	81
EVENT VALET	77
HOTEL VALET (54) SELF/VALET (30)	84

NOTE: WHEN SELF-PARK SPACES ARE IN OPERATION, ANY VALET SPACES BEHIND SHALL BE BLOCKED BY RED CONES.

- ASPHALT PAVING
- CONCRETE PAVING
- BIORENTENTION
- PLANTING
- BIORENTENTION PLANTING
- LIGHT POLES
- ELECTRICAL VEHICLE CHARGING STATION 18 TOTAL
- BIKE RACKS- 20 BIKE SPACES
- BENCHES

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sr@zaclandscape.com

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K. Webster Planning Servvices
Kenyonw222@gmail.com

OWNER:
SEBASTOPOL INDUSTRIAL PARK, LLC
6780 DEPOT STREET NO.110
SEBASTOPOL, CA 95472
(707) 824-5600

BATCH PLANT PARKING LOT

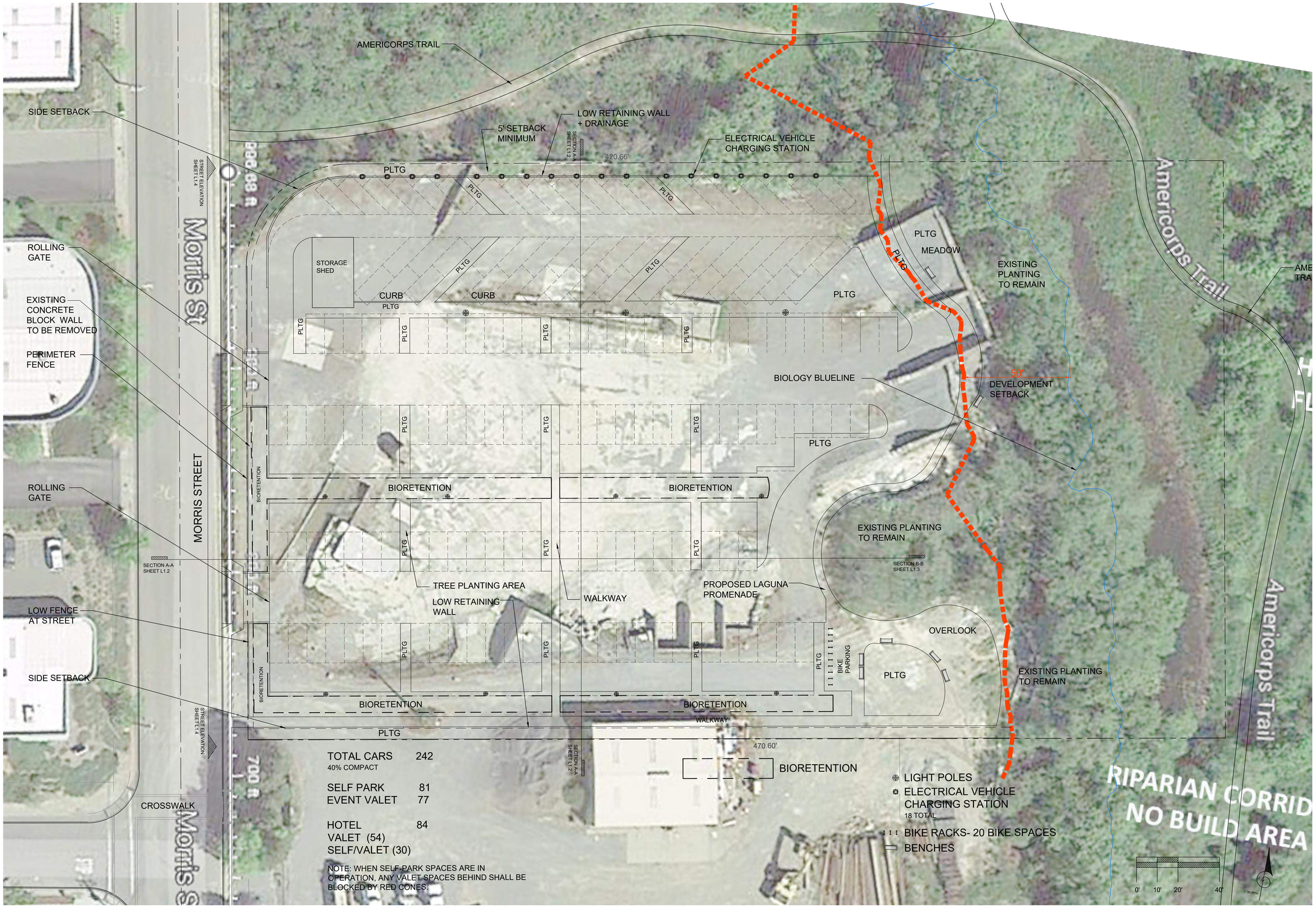
385 MORRIS STREET SEBASTOPOL CA 95472

APN 004-011-017 & 020

CONCEPTUAL SITE PLAN

PLOT DATE: 05-06-2024

L1.0



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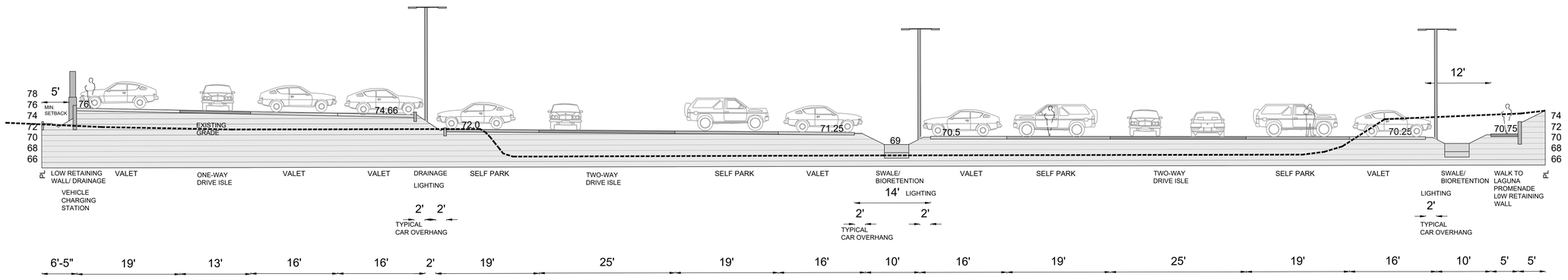
385 MORRIS STREET SEBASTOPOL CA 95472

APN 004-011-017 & 020

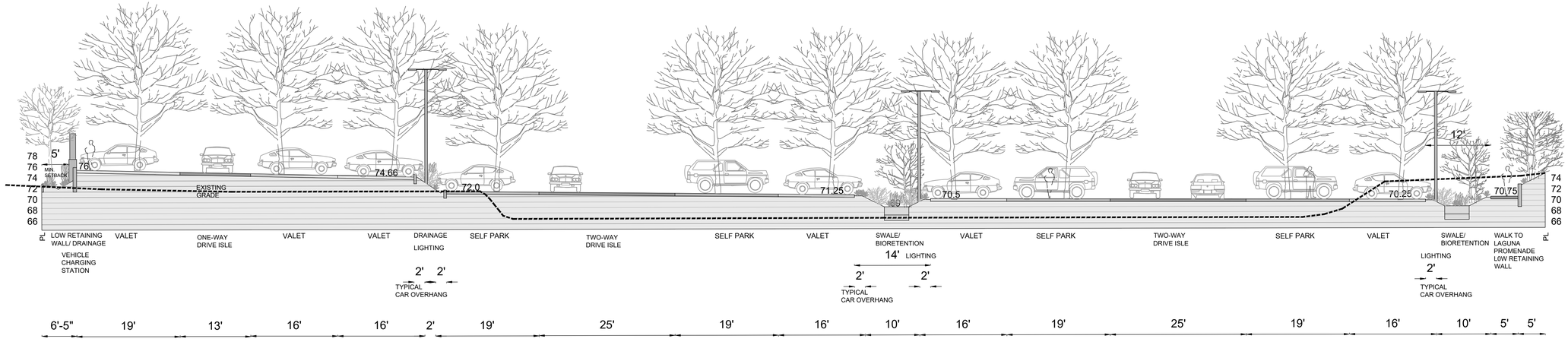
CONCEPTUAL SITE PLAN + AERIAL PHOTO

PLOT DATE:
05-06-2024

L1.1



SITE SECTION A-A



SITE SECTION A-A with PLANTING

0' 5' 10' 20'

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BATCH PLANT PARKING LOT

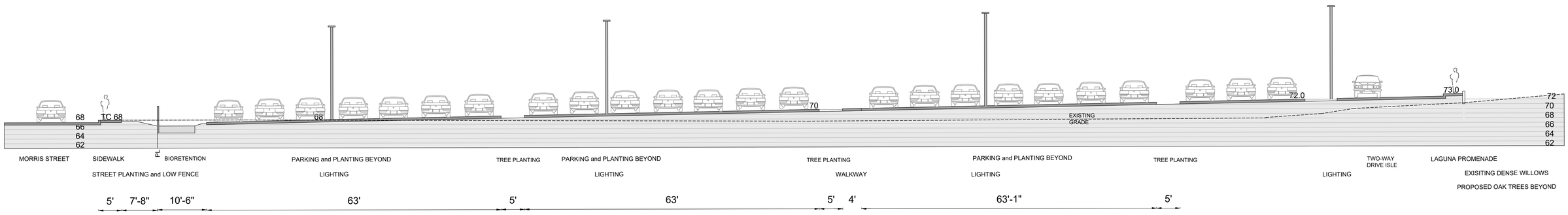
385 MORRIS STREET SEBASTOPOL CA 95472

APN 004-011-017 & 020

CONCEPTUAL SITE SECTION A-A

PLOT DATE:
05-06-2024

L1.2



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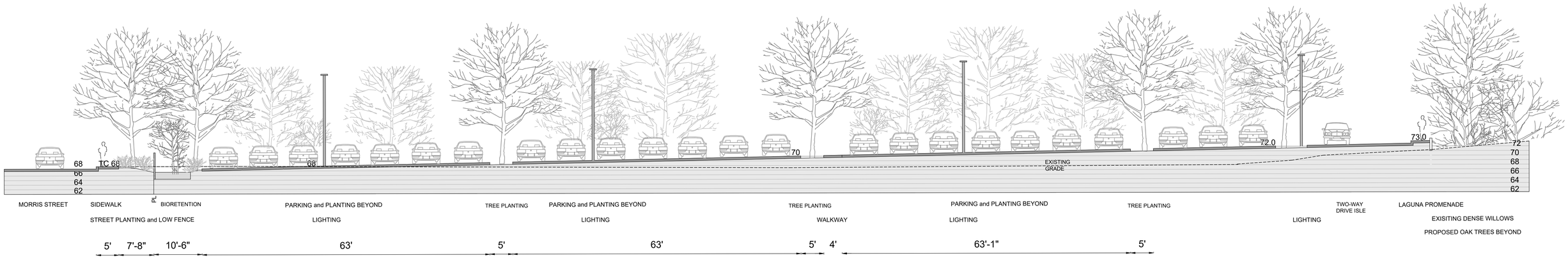

SITE SECTION B-B with PLANTING

0' 5' 10' 20'

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BATCH PLANT PARKING LOT

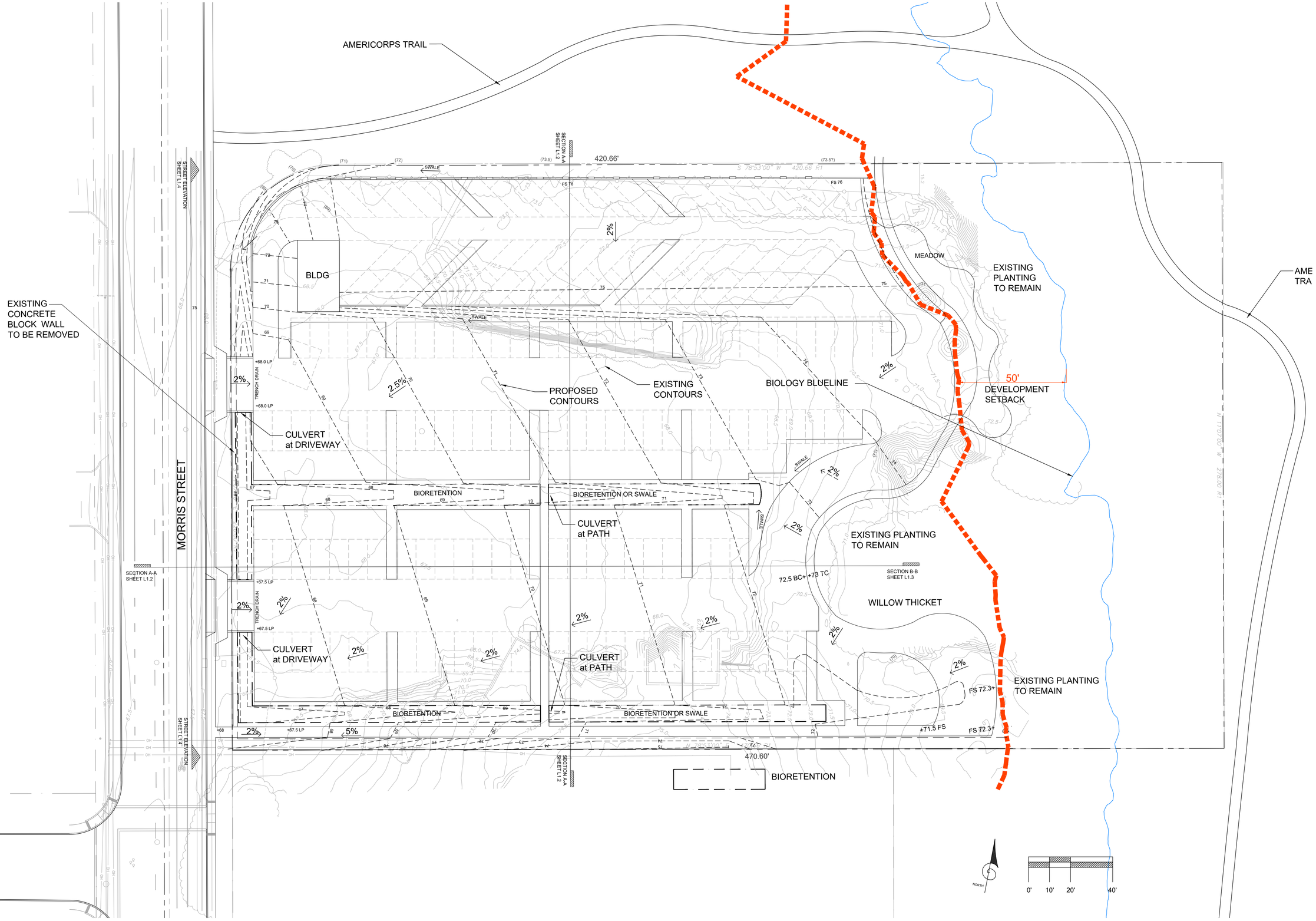
385 MORRIS STREET SEBASTOPOL CA 95472

APN 004-011-017 & 020

CONCEPTUAL SITE SECTION B-B

PLOT DATE:
05-06-2024

L1.3



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BATCH PLANT PARKING LOT

385 MORRIS STREET SEBASTOPOL CA 95472

APN 004-011-017 & 020

CONCEPTUAL GRADING PLAN

PLOT DATE:
05-06-2024

L2.0

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(707) 824-5600

BATCH PLANT PARKING LOT

385 MORRIS STREET SEBASTOPOL CA 95472

APN 004-011-017 & 020

CONCEPTUAL LANDSCAPE PLAN

PLOT DATE:
05-06-2024

L3.0

Appendix D

Historical Resources Evaluation Report

For CEQA Section 15183, Barlow Hotel Project at 6782 Sebastopol Ave. and Constraints Analysis for 6780 Depot St.), Sebastopol, Sonoma County, California

Yarbrough Architectural Resources

Edward B. Yarbrough, Proprietor | Architectural Historian

Saint Helena & San Francisco, California

On behalf of Aldridge Development, Sebastopol, California

December 2024

Executive Summary

Yarbrough Architectural Resources recommends that neither property is individually eligible to the California Register of Historical Resources (CRHR) under any of the CRHR's four significance criteria nor eligible against the National Register of Historic Places (NRHP) criteria. As a result, 6780 Depot Street and 6782 Sebastopol Avenue are not recommended to be historical resources pursuant to CEQA. In January 2024, a draft of this technical study was not scoped to provide impact assessments for a particular project but identified and evaluated the properties according to the significance thresholds established under CEQA by NRHP and CRHR criteria.

In this December 2024 Historical Resources Evaluation Report (HRER or technical study) revision, the Barlow Hotel Project (project) is proposed. The project encompasses the property at 6782 Sebastopol Avenue but does not include 6780 Depot Street in the CEQA Study Area/Area of Potential Effects (APE). Although this technical study continues to provide a recommendation of ineligibility and lack of historical significance for 6780 Depot Street, the HRER now identifies, recommends ineligibility, and therefore, a CEQA finding of *no historical resources impacted* for the property within the APE, namely 6782 Sebastopol Avenue. The APE does not include areas of indirect impact or temporary construction staging areas.

Yarbrough Architectural Resources is not scoped to address the presence or absence of an eligible historic district. Yarbrough Architectural Resources did not receive a response as requested in a November 3, 2023 email to the City of Sebastopol (City) Planning and Community Development Department regarding whether previous evaluations or surveys had led to a determination of an eligible historic district by the City. However, this study found that no listed historic district encompasses the subject properties. Both properties were surveyed in the *Western Sonoma County Historic Resources Survey; Volume 2. Sites Surveyed, Part 1: The City of Sebastopol* (1981, reprinted and revised 2023) and both were excluded from the list of recommended historical resources.

Edward Yarbrough, a qualified architectural historian, conducted a site visit with photographs and notes on November 3, 2023. This Historical Resources Evaluation Report (HRER) was developed based on information obtained from direct observation of site conditions, research at the Sonoma County Records Office, Sebastopol Public Library, Western Sonoma County Historical Society, additional online sources, and other information generally available as of January 2024. The conclusions and recommendations herein are based on information available at the time of the research and site visit. Information obtained from these sources in this timeframe is assumed to be correct and complete. Yarbrough Architectural Resources does not assume any liability for recommendations based upon information that was not obtained or accessible at the time of this technical study. This technical study does not address archaeological resources.

Contents

Table of Figures

Introduction

Yarbrough Architectural Resources prepared this Historical Resource Evaluation Report (HRER) as a technical study on behalf of Aldridge Development (client) in order to inform the client of probable constraints pursuant to the California Environmental Quality Act (CEQA), as amended. The City of Sebastopol is the lead agency for purposes of CEQA and municipal compliance with cultural resources regulations. However, this technical study is provided without a project, permitting request, or other impact considerations regarding the subject properties.

This HRER was commissioned by the client to identify and evaluate historical significance for purposes of identifying potential constraints and to inform development planning for the future. The HRER does not take into account any project, project impacts, or to predict findings that only the CEQA lead-agency may determine. However, this HRER recommends findings regarding eligibility for the buildings and parcels located at 6780 Depot Street and 6782 Sebastopol Avenue, if and when the client may decide to submit a project proposal subject to permitting.

Information obtained from these sources in this timeframe is assumed to be correct and complete. Yarbrough Architectural Resources (YAR) does not assume any liability for findings that a CEQA lead-agency may determine in the future that may differ from the recommendations of this report.

Project Description

The Barlow Hotel Project (project) consists of a proposed hotel, with up to 83 rooms with additional uses in or on the hotel structure, a parking lot, and ancillary improvements on portions of other parcels. The project is intended to add to the diversity of uses at the existing Barlow market district in downtown Sebastopol and provide support for Barlow industrial producers and retailers as well as surrounding Sebastopol businesses. The project would be approved via a Development Agreement.

The project site includes a hotel site at 6782 Sebastopol Avenue and a separate parking lot site at 385 Morris Street. Collectively, the project site includes the primary hotel, with additional uses in or on the hotel structure as is set forth herein, and parking lot components and related areas for utilities, landscaping, other minor improvements, and construction staging.

The hotel structure would replace the existing 36,402-square-foot Guayakí organic beverage company warehouse building at the Barlow, which spans from Sebastopol Avenue to McKinley Avenue. The parking lot site was formerly a concrete batch plant. Equipment associated with that former use were removed several years ago. Most of the parking lot site is paved. No project development will occur within a 50' setback from the adjacent Laguna de Santa Rosa, in accordance with the project biologist's recommendations and findings. The project will result in 154 new parking stalls on the Batch Plant parcel. Eighteen of the new parking stalls will have EV chargers.

The Barlow is a 12.4-acre pedestrian-oriented development with a wide range of uses, with most square footage occupied by industrial uses, but also including retail shops; artisan restaurants, cafes, and food producers; a community-based supermarket; premium wine, beer, and cider-makers; and other uses. In addition, music and other special events are regularly conducted. The Barlow is a destination for

Sebastopol-area residents as well as visitors to the area. There are approximately 36 tenants in the Barlow, ranging from one tenant occupying less than 230 square feet to a winery occupying over 60,000 square feet. Total building square footage in the Barlow is approximately 222,000 square feet in 18 buildings. Industrial space comprises approximately 61 percent of the Barlow square footage; food and beverage comprise 23 percent; office comprises 7 percent; retail and service uses comprise 5 percent; and vacant, common, and property management comprise approximately 4 percent of the total square footage.

The Barlow is located just east of downtown Sebastopol. To the north are industrial uses along Morris Street. Land uses on the east side of Morris Street include a combination of office, industrial, and utility uses; the Laguna Preserve public park; and the Sebastopol Community Cultural Center. Across Depot Street and across Sebastopol Avenue are a variety of commercial uses, with one retail site having townhomes behind it. Further east on Sebastopol Avenue is a single-family residence, with rental units behind it, as well as the City-owned Park Village mobile home park. Sebastopol Avenue is State Route 12 (SR-12). To the north across Laguna Park Way is the City's Skategarden park and residential uses.

Riparian habitat is present to the north and east of the parking lot site in association with the Laguna de Santa Rosa, which is the largest freshwater wetlands complex on the northern California coast. The Laguna's fourteen-mile channel forms the largest tributary to the Russian River, draining a 254-square-mile watershed which encompasses nearly the entire Santa Rosa Plain. This includes parts of the communities of Windsor, Santa Rosa, Rohnert Park, Cotati, Forestville, and Sebastopol.

Qualifications of Preparer

Edward Yarbrough, M.S. Historic Preservation, Principal of Yarbrough Architectural Resources is the Principal Investigator/Senior Architectural Historian for the analysis of 511 Logan Street. For over 32-years, Yarbrough developed documentation for projects subject to federal, state, and municipal historic preservation mandates. Yarbrough exceeds the Historic Preservation Professional Qualification Standards for Architectural History, as set forth by U.S. Secretary of the Interior (SOI) and under Code of Federal Regulations, 36 CFR Part 61.

Regulatory Setting

State

The State of California implements the National Historic Preservation Act as amended (NHPA) through its statewide comprehensive cultural resource surveys and preservation programs. The California Office of Historic Preservation, as an office of the California Department of Parks and Recreation (DPR), implements the policies of the NHPA on a statewide level. The Office of Historic Preservation also maintains the California Historical Resources Inventory. The SHPO is an appointed official who implements historic preservation programs within the state's jurisdictions.

California Environmental Quality Act

CEQA, as codified in PRC Sections 21000 *et seq.*, is the principal statute governing the environmental review of projects in the state. CEQA requires lead agencies to determine if a proposed project would have a significant effect on historical resources, including archaeological resources. The CEQA Guidelines

define a historical resource as: (1) a resource in or eligible for listing in the California Register; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 would apply. If an archaeological site does not meet the CEQA Guidelines criteria for a historical resource, then the site may meet the threshold of PRC Section 21083 regarding unique archaeological resources. A unique archaeological resource is "an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria.

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person" (PRC Section 21083.2 [g]).

The CEQA Guidelines note that if a resource is neither a unique archaeological resource nor a historical resource, the effects of the project on that resource shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064[c][4]).

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility (PRC Section 5024.1[b]) are based on National Register criteria. Certain resources are determined by the statute to be automatically included in the California Register, including California resources formally determined eligible for or listed in the National Register.

To be eligible for the California Register, a historical resource must be significant at the local, state, and/or federal level under one or more of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history (PRC Section 5024.1[c]).

For a resource to be eligible for the California Register, it must also retain enough integrity to be recognizable as a historical resource and to continue to convey its significance in the present. A resource that does not retain sufficient integrity to meet the National Register criteria may still be eligible for listing in the California Register, although rarely.

Historic Integrity

Integrity is the authenticity of a historical resource's physical identity and integrity standards are only applied if the subject property is recommended as eligible following evaluation. Integrity or historical integrity is evidenced by the survival of characteristic features that existed during the resource's period of significance. Historical resources pursuant to CEQA must meet at least one of the CRHR criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical integrity is considered based on the retention of location, design, setting, materials, workmanship, feeling, and association. These aspects of historic integrity are defined as:

- **Location:** the place where the historic property was constructed or the place where the historic event occurred;
- **Design:** the combination of elements that create the form, plan, space, structure, and style of a property;
- **Setting:** the physical environment of a historic property;
- **Materials:** the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- **Workmanship:** the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- **Feeling:** a property's expression of the aesthetic or historic sense of a particular period of time;
- **Association:** the direct link between an important historic event or person and a historic property.

The particular features associated with the eligibility of the resource for listing or eligibility to the CRHR are the resource's most important or character-defining features. Depending on the period of significance, alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. Conversely, a resource that has lost its historic character or appearance may no longer be able to convey its historical significance and would not be recommended as CRHR-eligible nor considered for historic preservation protections under CEQA.

Analysis under the seven aspects of historic integrity is only necessary for a resource that has first been recommended eligible against the California or National registers' criteria of significance. A resource that is not eligible under the criteria does not possess significant aspects of integrity to retain.

Local

City of Sebastopol Guidelines for Historic Resources

State law requires the General Plan to include a Conservation Element, which addresses the conservation and utilization of natural resources and the preservation of cultural and historical resources. The protection of historic buildings and historic structures is also addressed in the Community Character Element and in Community Design within the General Plan.

The Conservation of Open Space (COS) policies that address known and potential historical resources are:

- **Policy COS 10-5:** Protect important historic resources and use these resources to promote a sense of place and history in Sebastopol.
- **Policy COS 10-6:** Encourage the voluntary identification, conservation, and re-use of historical structures, properties, and sites with special and recognized historic, architectural, or aesthetic value.
- **Policy COS 10-7:** Encourage historic resources to remain in their original use whenever possible. The adaptive use of historic resources is preferred when the original use can no longer be sustained.

Relevant Community Design (CD) policies are listed under "Goal CD 3: Recognize the Value and Ensure the Preservation of Sebastopol's Historical and Cultural Resources" as:

- **Policy CD 3-1:** Ensure historic buildings and resources are preserved for future generations.
- **Policy CD 3-2:** Preserve significant historical structures by encouraging adaptive reuse opportunities of historic buildings for contemporary uses.
- **Policy CD 3-3:** Identify and document historical, cultural, and archeological resources including significant sites and structures
- **Policy CD 3-4:** Require new development to avoid the disruption of cultural, archeological, and historical resources to the greatest extent feasible.
- **Policy CD 3-5:** Encourage and support an increased public awareness of local cultural and historical resources.
- **Policy CD 3-6:** Ensure that restoration efforts of City owned historic structures adhere to the original architecture style and period detail of the original structure whenever feasible.

Sources Consulted

Western Sonoma County Historical Society

Although access to the physical collections were not available due to limited staffing, the Western Sonoma County Historical Society's online pages on "Local History and Culture" link to diverse holdings maintained by the Sonoma County Library, Special Collections; see below.

Sanborn Fire Insurance Maps

City of Sebastopol, maps available and consulted included those for 1888, 1891, 1894, 1901, 1903, 1911. No maps were found for the City after 1911; see **Appendix C: Sanborn Fire Insurance and Plat Maps**.

County of Sonoma

Sonoma County Library, Special Collections

In November 3, 2023, Edward Yarbrough reviewed and selected the photographs from the Western Sonoma County Historical Society that are digitally collected and categorized in the Library's Digital Collections online (https://digital.sonomalibrary.org/explore/collections/list/digital-collection-name/55588). The HRER's analysis of changes through time from street and aerial views and in selected figures, as credited in captions, benefit from the photographic collection. In addition, the Library's Sebastopol branch's local history collection provided some books referenced herein.

The *Final Report of the 1981 Western Sonoma County Historic Resources Survey* (reprinted 2023) provided comparative evidence for the identification and evaluation of the subject properties relative to previously identified ineligible, eligible, and known historical resources in and around the City of Sebastopol.

Assessor's Office

On November 3, 2023, Edward Yarbrough researched the *Index to Grantor and Grantee Deeds* books held at the Assessor's Office in Santa Rosa; see **Appendix B: Property and Ownership Records**.

Arch GIS Maps

Zoning and Land Use map with data layers; see **Appendix C: Sanborn Fire Insurance and Plat Maps**.

United States Geological Survey

Topographic map collection including the City of Sebastopol for 1935, 1942 & 1954 ; see **Appendix C: Sanborn Fire Insurance and Plat Maps**.

California Historical Resources Northwest Information Center

The following sources of information were consulted online:

Built Environment Resources Directory (BERD) for Sonoma County, which includes:

- National Register of Historic Places (NRHP)
- California Historical Landmarks

- Office of Historic Preservation Historic Properties Directory

California Inventory of Historical Resources

Special Research Collections at the UCSC and UCSB Libraries (aerial images and historic maps)

Built Environment Resource Directory (BERD)

The Built Environment Resource Directory shows that the subject properties were not in the Sonoma County list of historical resources.

Natural Environment

The subject properties are located to the west of an expansive wetlands. These wetlands, the Laguna de Santa Rosa, are an integral part of the Sebastopol region's fertile loamy soils, the foundation of the agricultural success of the area, and created broad level plains, an ideal topography for railroad and warehouse development.

The Laguna de Santa Rosa is one of the largest freshwater wetlands complexes in the northern California coastal mountain region. Hosting extraordinary biological diversity, the Laguna's 22-mile-long channel forms the basin of the largest tributary to the Russian River. The Laguna drains a 254-square-mile watershed that includes most of the Santa Rosa Plain. The Laguna includes portions of Windsor, Santa Rosa, Rohnert Park, Cotati, Forestville, and Sebastopol (SonomaCounty.com 2023).

The Laguna de Santa Rosa is a vast verdant basin that absorbs excess water during heavy precipitation events. Thereby, the Laguna reduces erosive damage through containment and naturally slowing drainage. Warehouses built atop raised concrete footings for railroad freight car loading and level ground for laying railroad tracks reflect the economic and topographic suitability of the level properties. The natural environment is integral to the location and structural forms of the subject properties. See the Property History subsection of the Historic Context for figures and further discussion of the subject properties.

Historic Context

Coast Miwok and Southern Pomo Indians

The Federated Indians of Graton Rancheria provide their own history on their website. This subsection of the Historic Context relies on this history to provide a context for the continuity of Coast Miwok and Southern Pomo people before and during the establishment of Sebastopol. Note, this Historical Resource Evaluation Report does not address subsurface or archaeological resources or sensitivities.

Prior to European contact, the residents of modern-day Marin and Sonoma Counties lived in bands belonging to two linguistic and cultural groups: the Coast Miwok and Southern Pomo. The cultural groups lived in close proximity to each other (Federated Indians of Graton Rancheria 2023).

According to the Federated Indians of Graton Rancheria, their community is a "federation of Coast Miwok and Southern Pomo groups recognized as a tribe by the U.S. Congress. The Miwok of west Marin County have, through the years, been referred to as Marshall Indians, Marin Miwok, Tomales, Tomales Bay, and Hookooeko. The Bodega Miwok (aka, Olamentko) traditionally lived in the area of Bodega Bay. The neighboring Southern Pomo Sebastopol group lived just north and east of the Miwok. The town of Sebastopol is located about one mile midway between the north boundary of Miwok territory and the southern edge of Southern Pomo territory." See **Figure 1**. (Federated Indians of Graton Rancheria 2023).

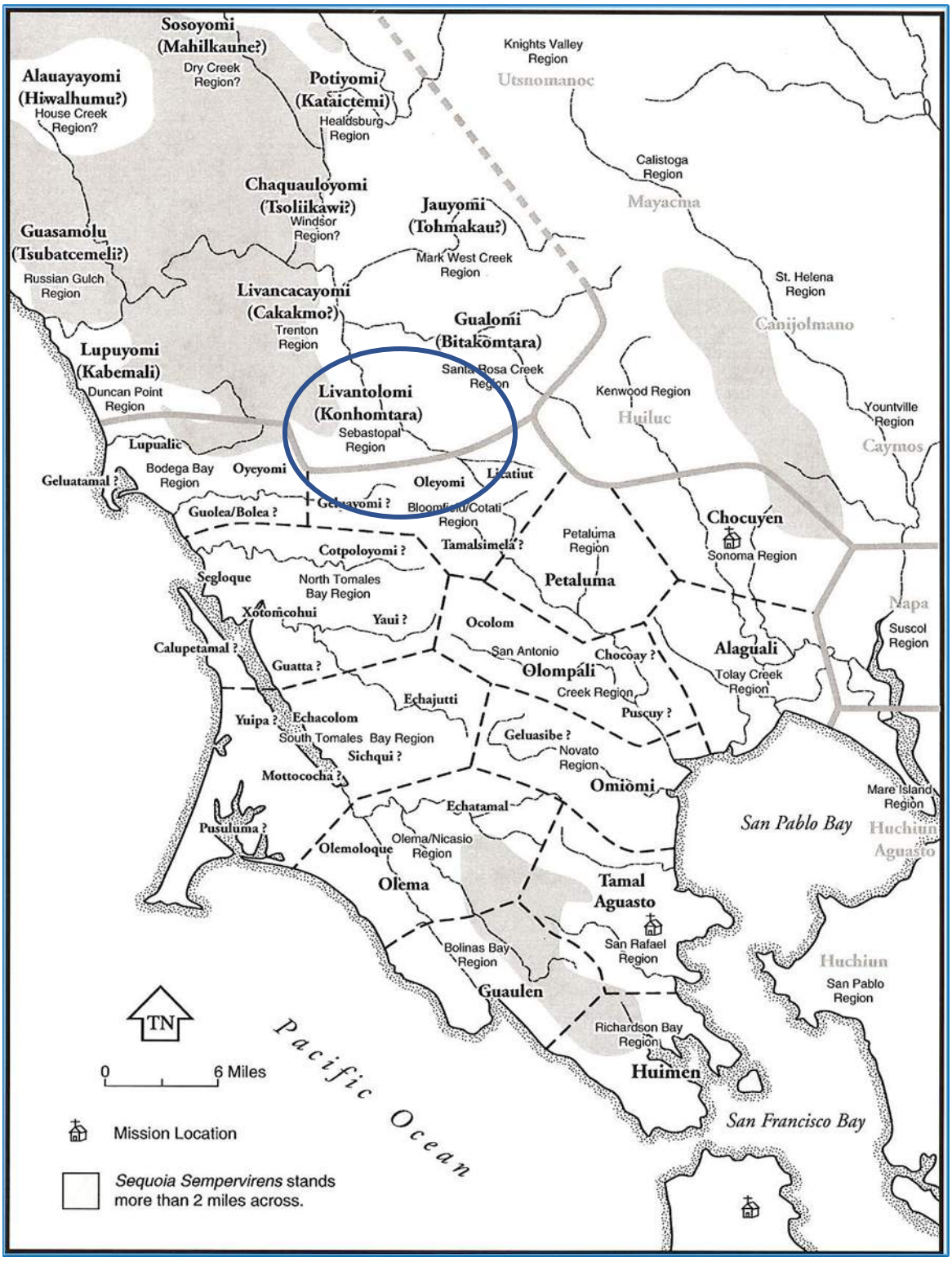


Figure 1 Randall Milliken's map of Coast Miwok and Pomo communities with approximate locations and boundaries during the Mission Period, discussed in the next section. Note that the Sebastopol region is set at the southern end of Pomo territory by the Livantolomi (Konhomtara) and near the northern Coast Miwok territory by the Oleyomi settlements; see the author's oval outlined boundary. (Milliken 2009)

Contact-Era Ethnography

The year 1579 was the earliest recorded account made by the Europeans of the Coast Miwok people on the coast of modern-day Marin County in the Point Reyes area, as documented in a diary of Francis Fletcher. Fletcher was chaplain aboard Sir Francis Drake's ship, the Golden Hind; see **Figure 2**. Soon after in 1595, Coast Miwok bands encountered the crew of the *San Agustin*, a Manila Galleon, captained by Sebastião Rodrigues Soromenho with a crew of Filipino mariners. During the Mission Period of 1779–1823, Mission San Francisco de Asís (i.e., San Francisco's Mission Dolores), Mission San Rafael Arcángel in San Rafael, and Mission San Francisco Solano in Sonoma used Indians, including the Coast Miwok and Southern Pomo people, as forced laborers. (Fletcher 1637; Federated Indians of Graton Rancheria 2023).

Figure 2 A 1590 engraving by Theodor de Bry of Sir Francis Drake and his company interacting in 1579 with coastal-California Native Americans, likely the Coast Miwok (Fletcher 1637).

As early as 1830, Domingo Felix, a former Filipino mariner, married a Coast Miwok woman named Euphrasia Valencia. In 1861, Domingo and Euphrasia started a family who would later settle Lairds Landing. Until 1955, descendants of the couple remained at Lairds Landing and, according to the Federated Indians of Graton Rancheria, many Coast Miwok trace their lineage to this couple (Federated Indians of Graton Rancheria 2023).

The territorial lands of the Southern Pomo are in Sonoma County, south of the Russian River. The Southern Pomo were the first known inhabitants of what is now the City of Sebastopol with villages

adjacent to the resource-rich Laguna de Santa Rosa. Renowned California anthropologist Alfred L. Kroeber stated:

> *Batiklechawi, at Sebastopol at the head of the slough known as Laguna de Santa Rosa, was an important town, and therefore presumably the headquarters of a division [of the Southern Pomo]. Another group tentatively may be inferred as having occupied the bulk of the shores of the laguna* (Federated Indians of Graton Rancheria 2023).

The Federated Indians of Graton Rancheria state in their history that most of the Coast Miwok continued to live in their traditional lands through the 20th century, working in sawmills, as agricultural laborers, and fishing to supplement their incomes.

The first Indian rancheria under U.S. hegemony was established in 1920 for Coast Miwok, Southern Pomo, and other Indians living in the region. However, when Indians began to settle the 15-acre rancheria land, they discovered that all but three-acres were inhospitable and set within the Laguna de Santa Rosa basin. In 1958, the federal government terminated the trust agreement with the rancheria with only an acre of Miwok-descendant Glora Armstrong's private land remaining in Native American possession. After an eight-year fight, the Graton Rancheria Restoration Act was passed by the U.S. Congress on December 27, 2000 and in 2008 the Federated Indians of Graton Rancheria acquired 254-acres under a *Final Agency Determination to Take Land into Trust* under 25 Code of Federal Regulations (CFR) 151 through the Department of Interior, Bureau of Indian Affairs (Federated Indians of Graton Rancheria 2023)

Colonial Europeans and the Mexican Period

The Spanish and Russian voyagers provided additional information about encounters with the Coast Miwok and their occupancy of the area, proving these Indian peoples continued to live in this area over the ensuing centuries. Russian outposts were established at Bodega Bay and Fort Ross in 1809 and 1812, respectively.

The Spanish missions and the Mexican occupancy impacted this area of California. Mission San Francisco de Asisi (Mission Dolores), Mission San Rafael Archangel and Mission San Francisco Solano used Indians, including the Coast Miwok and Southern Pomo people, as their labor source. Records from these Missions are still used to substantiate the Native culture and continuous occupation and for genealogical research.

From its early beginnings, European encroachment in central and northern California focused heavily around the San Francisco Bay as a safe landing and central transportation hub. The Bay Miwok and Pomo to the north of the Golden Gate, and Ohlone to the south, were all particularly impacted by Spanish missionization. Milliken's (2010) *Contact-Period Native California Community Distribution Model* reconstructs California Indian community ethnogeography at the time of Spanish settlement (Yarbrough Architectural Resources 2023).

The first large groups of Coast Miwoks that went to Mission of our Seraphic Father San Francisco de Asis (Mission Dolores) were part of a mass migration occurring in 1794–1795. Then, between 1800 and 1817, Coast Miwok dominated the incoming Mission Dolores population, at which time Mission San Rafael was founded, in late 1817, and began affecting Tribes throughout the north bay. Mission records show the

incorporation of neophytes from the southern missions, ongoing baptism of northern Coast Miwok populations, and large group baptisms of Pomo speakers beginning in 1822 (Yarbrough Architectural Resources 2023).

When missions were secularized in the 1830s, many Natives transitioned from forced labor for the Catholic Church to servitude to Mexican landowners. Others were left to find their way home, often finding their childhood homes and families gone; many others never returned. Settlements gathered at Olompali, the site of a large Coast Miwok village with an occupation extending into precontact times, and at Nicasio, where the San Rafael Christian Indians were granted 20 leagues (80,000 acres) of mission lands in 1835 (Federated Indians of Graton Rancheria 2023).

American Period

From the Mexican-American War to Sebastopol's Founding

In 1848, after a brief conflict, Mexico ceded California to the United States. An American military map of 1847 (see **Figure 3**) shows "Upper and Lower California" and how few troops were required to wrest control of Mexico's "Military Stations." Unrest and coups in both Mexico City and in the Mexican state of Alta California prevented the Republic of Mexico from ever exacting military and governmental control of much of the remote state.

With the discovery of gold that same year and the subsequent gold rush of 1849 into the early 1850s, the population of California grew exponentially. Rancho owners, often rich in land but with little cash, became indebted to American bankers and lawyers, who routinely took title of rancho lands in exchange for legal representation of the Mexican landowners who had to prove their property ownership. With U.S. control of California came surveyors and for the first time reasonably accurate maps of the region were produced (Yarbrough Architectural Resources 2023).

When the first California legislature created Sonoma County in 1850, which then also included most of what is now Mendocino County, the new county government found nothing but confusion where rancho ownership and property boundaries were concerned. Few of the rancheros lived there and the true acreage of their properties was unknown. Overlapping claims, ambiguities in boundaries, and illegal transactions exacerbated the situation (CSU Monterey Bay 2017; Yarbrough Architectural Resources 2023).

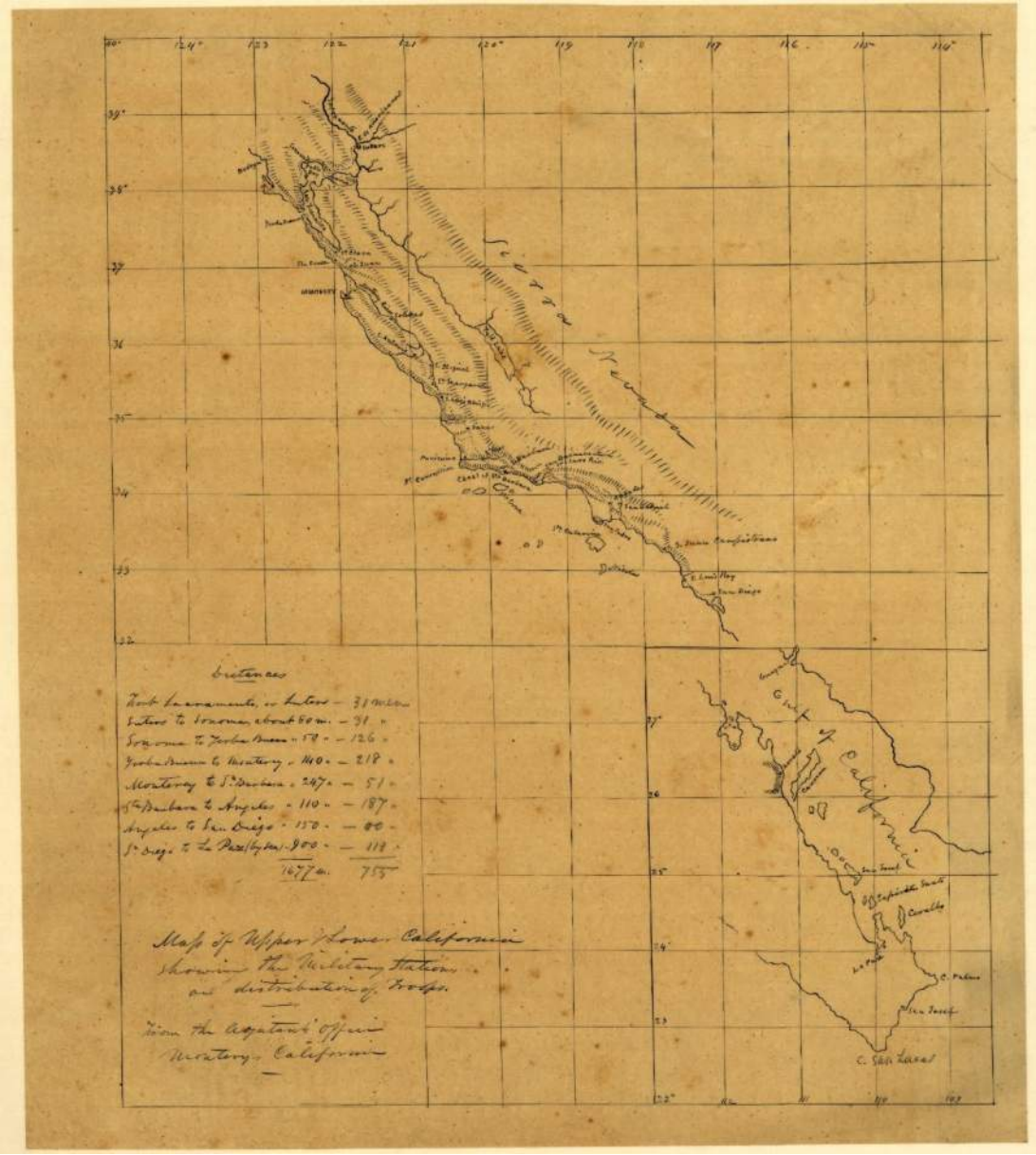


Figure 3 Map of 1847 showing American soldiers stationed in every major California settlement. Notations provide distances between settlements and reflect California's sparce population during the Mexican period, only 31 American soldiers required to hold Sacramento and for Sonoma and the most populace areas of San Francisco to Monterey and Santa Barbara to Los Angeles held by 218 and 187 soldiers, respectively (CSU Monterey Bay 2017).

The U.S. Congress passed legislation in 1851 determined to "ascertain and settle" land claims in California and created a three-man Board of Land Commissioners, appointed by the president, to examine and determine the validity of the Spanish and Mexican land grants in California. The land commission, which began hearings on January 2, 1852, represented only a first legal step, as both sides--the land claimant and the United States--had the right of appeal in the California district courts, and when necessary, in the state supreme court. As common practice, the U.S. attorneys entered an appeal to the courts, extending the litigation and making the average length of time between initial petition to the commission and final patent on the land seventeen years (Yarbrough Architectural Resources 2023).

In the midst of this lengthy legal process, most claimants went bankrupt. Some who had received confirmation of their grants from the land commissioners had their titles invalidated in district courts. Presented with financial difficulties and the pressing demand for land from growing numbers of Americans in California, some sold sections of their grants before receiving a final American land title and patent. Consequently, title to lands remained obscure for years after California became a state (Yarbrough Architectural Resources 2023).

With some 1400 land claims before the Board of Land Commissioners, lawyers were in constant demand in California. San Francisco's bar included some of the most skilled and knowledgeable attorneys in the state. Many of these lawyers directed their energies toward acquiring property themselves, often accepting rancho lands as payment for their services. By the close of 1866, vast tracts in Sonoma County had fallen into the hands of San Francisco attorneys, while not one of the original rancho grantees remained to witness the nearly completed American takeover of the land (Yarbrough Architectural Resources 2023).

Sebastopol

This history of the City of Sebastopol is largely based on the research and scholarship of Frank Baumgardner, Evelyn McClure, Stacy Rappurt, Rae Swanson, Margaret Marshall, Sally Morrison Giberti, Claire Clarke, Will Roberts, and Betty Short of the Western Sonoma County Historical Society and the Society's Archives. Their collective efforts produced *Sebastopol* (Western Sonoma County Historical Society 2003) and *Sebastopol's Gravenstein Apple Industry* (Western Sonoma County Historical Society 2011).

Sebastopol began as a permanent settlement in the 1850s with a post office and small trade center for the few farmers in the surrounding rich agricultural region. As California's population swelled after the westward migration and the Gold Rush of the 1850s, more and more settlers drifted into the fertile California valleys north of San Francisco to try their hand at farming (Hansen etal. 1962; Western Sonoma County Historical Society 2003).

The name of Sebastopol first came into use in the late 1850s because of a prolonged and lively fist fight in the newly formed town which was likened to the long British siege of the Russian seaport of Sebastopol during the then raging Crimean War. Evidently, many Americans in the west sympathized more for the Russian than the British cause as there were at one time four other Sebastopols in California; one in Napa, renamed Yountville, and one each in Tulare, Sacramento and Nevada counties (all since abandoned). The name hung on in Sonoma County and was officially adopted in the 1860s (Western Sonoma County Historical Society 2003).

An outlying settlement, the Sebastopol area grew slowly until the 1890s, when the railroad connected Sebastopol to Santa Rosa, Petaluma and the world. The railroad facilitated the development of the fruit industry with fast and dependable shipment of San Francisco and the east coast. The apple industry took prominence with berries and hops not far behind and Sebastopol entered a period of significant growth. Because the area was agricultural, most of the population was scattered in the region surrounding the town, so that the community proper remained small. In 1911, Sebastopol had a population of 2,000 compared to Santa Rosa's 12,000 and 10,000 people in Petaluma. With the railroad inspired prosperity,

a self-sufficient business community developed and became the foundation for the present downtown (Western Sonoma County Historical Society 2003; Western Sonoma County Historical Society 2011).

Early in Sebastopol's history, however, settlers had to travel dusty and rutted roads to Santa Rosa and Petaluma for the many goods and services not offered either at local stores or by traveling peddlers. In the 1850s, residents in the area applauded the opening of Miller & Walker's general merchandise store where they could conveniently obtain some of the materials needed for planting, making clothing and preserving food. Joseph Miller and John Walker settled near the home of Joaquin Carrillo which reportedly stood facing east about where Petaluma Avenue and Santa Rosa Avenue meet today. They joined in partnership and opened a small general merchandise store and post office for the north coast area, with Mr. Miller as postmaster and J.H.P. Morris as clerk. The Miller & Walker store and post office, then called Bodega because it was in the large rancho Bodega, was also a stopover for the stages from Gualala and Petaluma. In 1852, mail was carried once a week from Benicia to Napa, to Sonoma, Santa Rosa, Miller & Walker's store and then to San Rafael. Thus, commerce began at the crossroads (Western Sonoma County Historical Society 2003).

A few years later, the clerk, Mr. Morris, bought land a short distance north of Miller & Walker's store and set up his own establishment. Morris' combined store and saloon was housed in a building which he bought from Miller & Walker and had drawn by oxen to the new location. Milled lumber was a prized commodity with only one mill operating in the Sebastopol vicinity at the time. Mr. Morris named the new settlement Pine Grove, after what he mistakenly thought was a grove of pine trees, rather than sequoia. Morris laid out town lots and offered to deed a lot to anyone who would start a business (Western Sonoma County Historical Society 2003).

Sebastopol's first crop was potatoes, introduced by W. McReynolds in the 1850s. The potatoes were transported to Petaluma, stored in warehouses, and then transferred to boats that continued the trip down the Petaluma River, eventually ending up in San Francisco where markets clamored for fresh vegetables and game to supply a bustling population. Over-production soon made the price of potatoes drop and production switched to other crops.

With the arrival of the Northwestern Pacific Railroad to Santa Rosa in 1871, and then to Sebastopol twenty years later, the farmers were put in touch with distant as well as local markets for their exceptional produce (See **Figure 3**). By 1904, a local electric line was laid from Petaluma to Sebastopol, Forestville, and Santa Rosa. Nicknamed the "Cow's and Chicken's Line", because of its local freight and frequent stops, the Petaluma and Santa Rosa Electric Railway provided local farmers with a direct link to the main freight routes in Santa Rosa and Petaluma as well as furnishing a much-needed suburban passenger service (See **Figure 4**). The Sebastopol electric line depot still stands on South Main Street (Western Sonoma County Historical Society 2003; Western Sonoma County Historic Resource Survey, Volume 1 1981/2023).

Figure 4 1905 depot on Depot Street, west of 6780 Depot Street (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

Figure 5 1917 photograph of the railroad station designed by Petaluma architect Brainerd Jones that remains in its original location (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

Farmers discovered rapidly that the land between the Laguna, a marshy creek running north in the Santa Rosa Valley, and Green Valley Creek, two miles west of Sebastopol, was an especially fertile region. The sandy loam soil was well suited to the growing of fruit, hops and garden products as irrigation was virtually unnecessary. Eventually the area, including Sebastopol, became known as the Gold Ridge District for the rich returns of fruit produced (Western Sonoma County Historical Society 2011).

Figure 6 Photograph from 1976 in Sebastopol shows apple trees in bloom in an orchard with redwood and other conifers as a backdrop (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

The Russians were the first to have Gravenstein apples growing in the north coast region near Bodega in the early 1800s. Gravenstein apples were presumably named after Slot (or Gravenstein Castle after the German name) on the north shore of Flerizborf Fjord on the Jutland Peninsula of Denmark. In the 1880s berries, grapes, cherries, hops, and apples were equally among the major crops grown in the Sebastopol region. However, the Gravenstein apple promptly outstretched the others and became Sebastopol's most distinctive product bringing widespread fame to the community (See **Figure 5**), (Western Sonoma County Historical Society 2011).

Nathaniel Griffith planted the first commercial orchard of Gravensteins in the area with Luther Burbank assisting with the propagation. Luther Burbank, famed for his horticultural ingenuity, had his 18 acres of experimental gardens located close to the town limits. Griffith's success with Gravenstein orchards stimulated others and by the 1890s apple orchards were spread everywhere throughout the Gold Ridge District. Packing plants, canneries and apple dryers came soon after (Western Sonoma County Historical Society 2011).

In its early stages, the apple industry fresh-packed and shipped the early ripening Gravensteins to the east coast and sometimes foreign markets before other varieties were ripe and market ready. When processing techniques were developed, canneries and dryers produced dried apples, apple juice, applesauce, and vinegar as they do today. Some of the old style of apple dryers can still be seen in the region surrounding the town (Western Sonoma County Historical Society 2011).

As the agricultural industry in Sebastopol expanded, workers, often immigrants, arrived to help with the harvesting. They brought with them varying cultural backgrounds that shaped the character of the growing settlement. The apple industry brought a steady rural prosperity to the town and Sebastopol was incorporated in 1902 with schools, churches, hotels, canneries, mills, wineries, and an opera house. The 1906 earthquake reduced most of the earliest buildings to rubble, as elsewhere in Sonoma County. The town was rebuilt anew. The rise of the automobile and truck dramatically affected both agricultural shipping methods and the main street environment with Sebastopol Avenue becoming a well-traveled highway (Western Sonoma County Historical Society 2011).

The vernacular architecture of farmers, farm workers, and tradesmen reflected functional forms and readily available building resources, such as the harvesting and milling of vast stands of old-growth redwoods from the coastal mountains ranges immediately to the west of Sebastopol. The Gothic Revivals, Greek Revivals, Queen Anne, Colonial Revival, Mission Revivals, bungalows, and international styles of the 20th century are represented in Sebastopol's residential and commercial architectural. However, particularly in eastern Sebastopol, utilitarian buildings to process, store, and ship agricultural products sprung up, particularly in the first quarter of the 20th Century (Western Sonoma County Historic Resource Survey, Volume 1 1981/2023).

Property History

Summary of Property Identification

Based on information shown below, 6780 Depot Street was built between 1903 and 1911 as the Enterprise Bottling Company. Research for this report was not able to identify an architect or builder from public records examined. The warehouse at 6782 Sebastopol Avenue was built circa 1924/1925 by the Sebastopol Cooperative Canning Company. No records of the architect or builder were identified.

Evidence of Property History

The land possessed agricultural advantages and, later, suitability for light industrial uses: rich silt and loam soils to support the mineral and organic needs of orchards and other crops, such as at John and Barbara Brown's farm that preceded construction of the railroad warehouses (see **figures 7 & 8**); a level surface for agricultural access roads and later for railroad tracks; and, access at the intersection of downtown, once vast orchards, and proximity to larger markets and transportation networks to the east of Sebastopol (see **figures 9 & 10**).

At the time of the 1911 Sanborn Insurance Map both sides of the block where 6780 Depot Street sits included 5-residences, a Roman Catholic Church, and the H. H. Laton finished lumber warehouse and lumber yard.

The fruit processing and canning buildings and railroad spurs that connected them to distant markets were built west of the Laguna de Santa Rosa wetlands between 1903 and 1911, according to Sanborn

Fire Insurance maps from those dates; see **Appendix C: Sanborn Fire Insurance and Plat Maps and Aerial Photographs**. The first railroad warehouses recorded in the area by 1911 were the Italian-Swiss Colony Winery & Distillery, the Central California Canneries Company, and a box-making and warehouse that may have been the Enterprise Bottling Works at 6780 Depot Street. These structures were connected to railroad track spurs from the Western Pacific Railroad line, a company formed in 1903 to compete with the Southern Pacific Railroad monopoly (Western Sonoma County Historical Society 2003).

6780 Depot Street primary unit, now the 2-story façade with front porch, is labeled as a space for "box making" and had a partial deck along the eastern portion of the façade. The front portion is labeled as having wood or post foundations while the rear extension that runs back to McKinley Street had a concrete perimeter wall.

In 1911, the property that would become 6782 Sebastopol Avenue (the avenue also previously referred to as both Santa Rosa Avenue and Santa Rosa Road) was bisected by Depot Street. No building appears at 6782 Sebastopol Avenue on that date.

On page A-1 of the 1918 Grantee/Grantor Book, Sonoma County Assessor's Official Records, Nulaid Farmers Association sold the parcel at what would become 6782 Sebastopol Avenue to the Sebastopol Cooperative Cannery on August 28, 1918. The extant building on the parcel had not yet been constructed. On September 18, 1924, a short article in the Santa Rosa Press Democrat (see **Figure 11**) announced that the Sebastopol Coop Cannery Company was organized with 4,000-shares by "Newton B. Kinley of Santa Rosa, I. N. Cable, W. O. Barnes, James Blundin, Henry Elphick, Sebastopol; Fred K. Hammell, Petaluma, and Wendell Henderson, Kelseyville." Further, the article announces, "the company plans to erect a modern cannery for the preserving of fruits, vegetable and berries grown in Sonoma County." With this evidence, the date of construction for the Sebastopol Coop Cannery building at 6782 Sebastopol Avenue was likely begun in 1924 and completed in 1925.

The initial investors listed in the newspaper article (see **Figure 11**) did not appear in further research to be historically significant individuals. The four investors hailing from Sebastopol, namely Cable, Barnes, Blundin, and Elphick, did not appear in other newspaper searches nor in Western Sonoma County Historical Society resources online.

Figure 7 In the late-19th and early 20th centuries, the western portion of John & Barbara Brown's farm property may have included what would later be partitioned as the Birdie Miller Cnopius tract, including the later parcels of the subject properties' parcels (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library)

Figure 8 Mr. John A. Brown and his wife Barbara Brown outside their farm house at the east end of Sebastopol. The house is now the Animal Kingdom Veterinary Hospital at 6742 Sebastopol Avenue (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

Figure 9 1944, September 3 vie of the Sebastopol Coop Cannery industrial canning and processing plant located at Highway 116 and Occidental Road. This facility shares the level ground of the subject properties but in this case 2.6-miles north. The Sebastopol Coop Cannery Company's primary operation was also constructed on level valley-floor ground (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library)

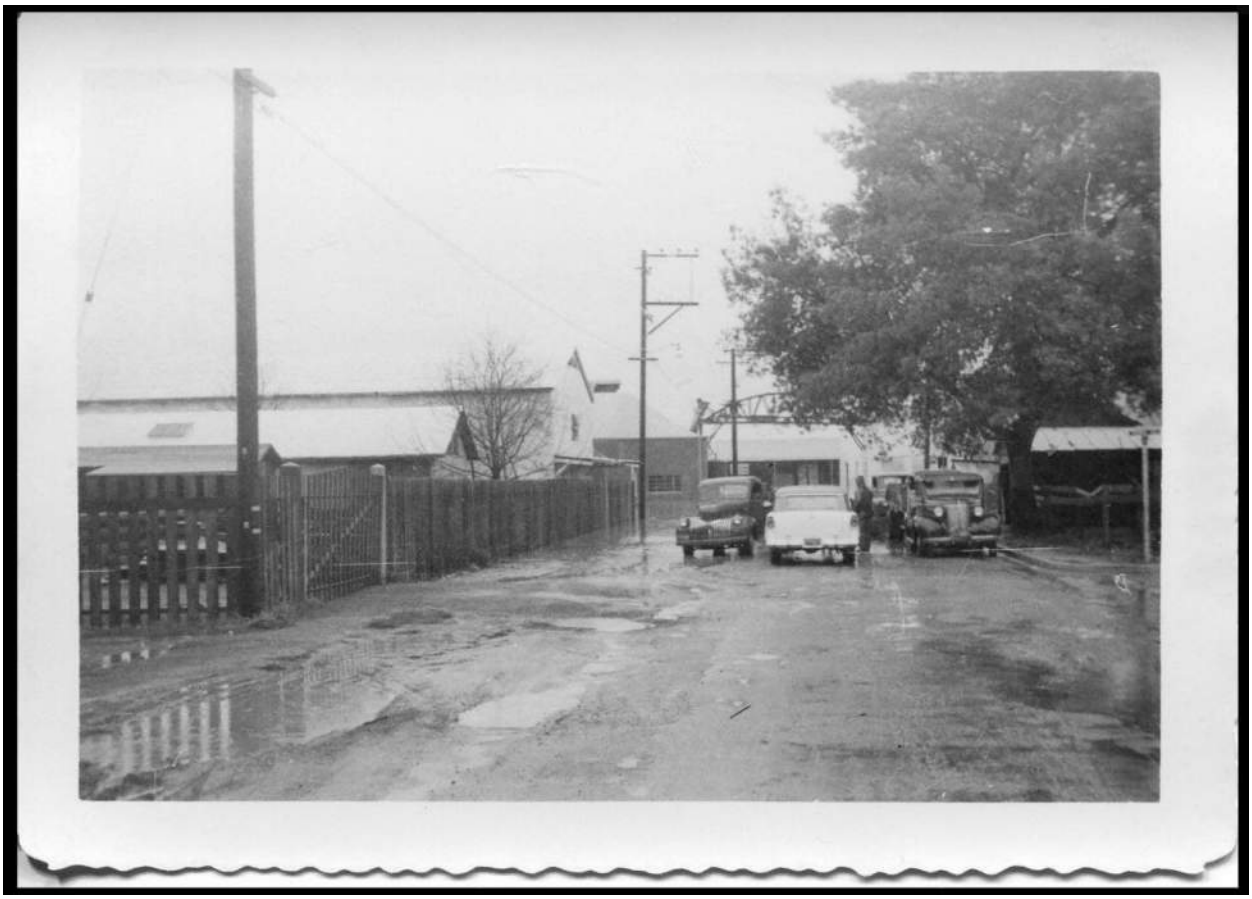
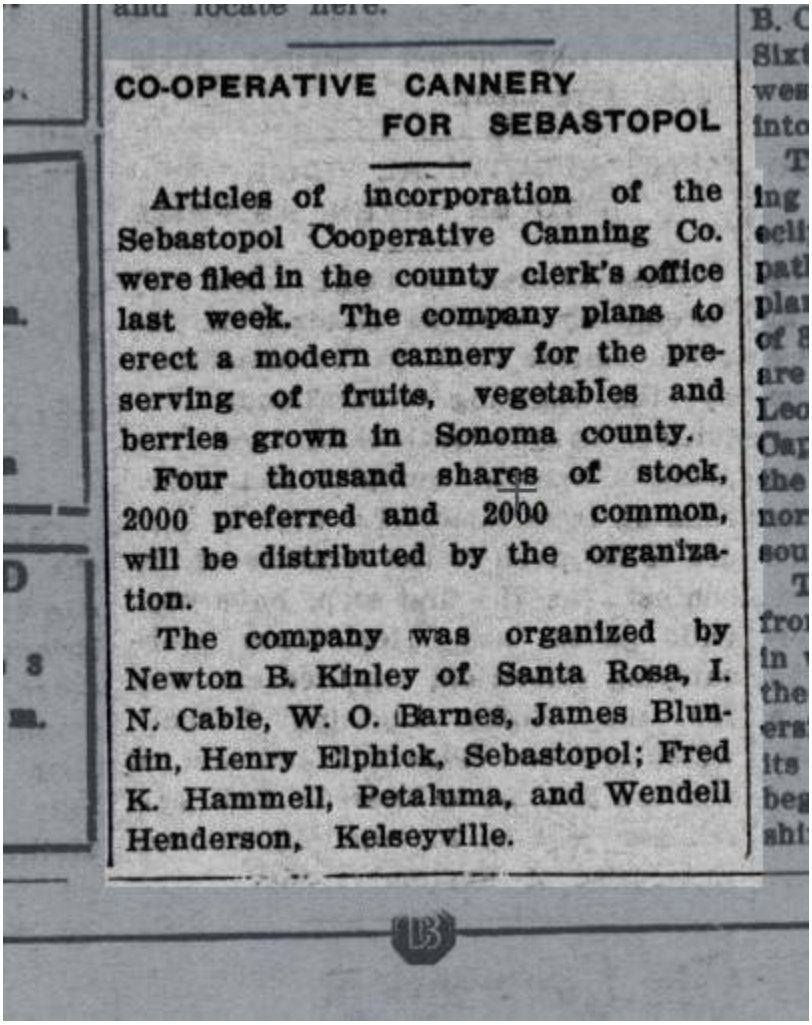


Figure 10 1951 at McKinley Street, which runs east-west behind both industrial structures and through the middle of the site. The building with light cladding and gable roof to the left of the cars is 6782 Sebastopol Avenue and the darker building with a hip roof and a conveyor bridge over the street is the real portion of 6780 Depot Street (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).



CO-OPERATIVE CANNERY
FOR SEBASTOPOL

Articles of incorporation of the Sebastopol Cooperative Canning Co. were filed in the county clerk's office last week. The company plans to erect a modern cannery for the preserving of fruits, vegetables and berries grown in Sonoma county.

Four thousand shares of stock, 2000 preferred and 2000 common, will be distributed by the organization.

The company was organized by Newton B. Kinley of Santa Rosa, I. N. Cable, W. O. Barnes, James Blundin, Henry Elphick, Sebastopol; Fred K. Hammell, Petaluma, and Wendell Henderson, Kelseyville.

Figure 11 "Plans to erect a modern cannery for the preserving of fruits, vegetables and berries grown in Sonoma County" by the newly organized Sebastopol Cooperative Cannery Company were announced on September 18, 1924 in the Santa Rosa Press Democrat *newspaper.*

In **Figure 12**, in the center of the 1965 aerial photograph, 6780 Depot Street is the building directly above the elongated form of 6782 Sebastopol Avenue. Note that in both this aerial photograph and the view of McKinley Street in **Figure 10**, that an overhead bridge is visible. This may have been a part of an overhead conveyerbelt system. Its presence and a shared address number suggests that 6780 Depot Street was historically connected to operations across the street and to its rear at 6780 McKinley Street, a property clearly labeled Enterprise Bottling Works in the 1911 Sanborn Fire Insurance Map.

Railroad spurs and access to main lines were increasingly abandoned in the County as products were shipped by truck, a trend that accelerated following World War II. However, railroad transport continued to be a primary method of shipping product from the Sebastopol Coop Cannery's warehouse. For example, the Sebastopol Coop Cannery shipped four entire railroad freight cars of Apple Time juices and sauces to market weekly, according to the Santa Rosa Press Democrat newspaper in 1968 (See **Figure 13**)

Figure 12 Aerial photo taken from the east of the subject properties in 1965 (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

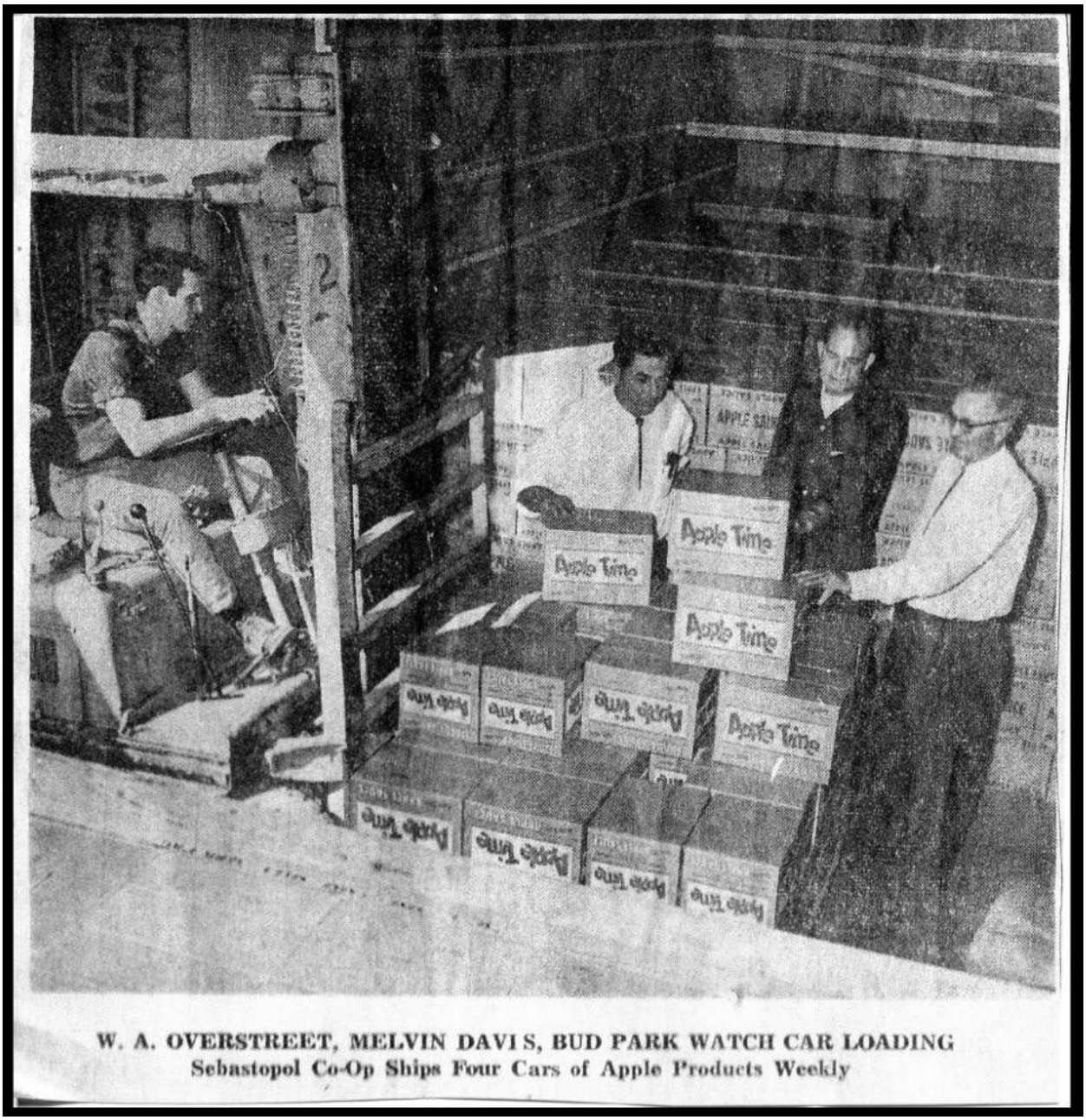


Figure 13 From the Santa Rosa Press Democrat, a forklift driver and three managers of the Sebastopol Cooperative Canning Company pose with "Apple Time" products that are boxed and ready to load on freight rail cars, circa 1968 clipping (Courtesy of the Western Sonoma County Historical Society)

Figure 14 This 1970 photograph shows that original, circa 1924, fenestration and siding of the façade and side elevations of 6782 Sebastopol Avenue had been replaced with manufactured wood siding, known as T1-11 and fixed and sliding aluminum frame windows. Note that a contemporary sign of backlit plastic sign above the entrance reads "Sebastopol Co-op Cannery." (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

Both warehouses at 6780 Depot Street and 6782 Sebastopol Avenue evidence significant changes to fenestration, siding, and use in the later half of the 20th-Century to the present. These alterations are commonly reflected in "Year Built" dates on parcel reports. 6780 Depot Street's Parcel Report, Parcel #004-750-034-000 provides a Year Built of 1965. 6782 Sebastopol Avenue's Parcel Report, Parcel #004-750-030-000 gives a Year Built of 1953. The aluminum-frame windows and manufactured siding seen on 6782 Sebastopol Avenue in **Figure 14** may reflect 1953 alterations. 6780 Depot Street shows many alterations to the primary mass facing Depot Street, including late 20th or even early 21st-Century bronzed aluminum sliding tinted windows and exterior mounted concrete and steel stairways with switchback landings, and a shed-roof porch with side wheelchair ramp on contemporary concrete footings.

See **Appendix B: Property and Ownership Records** and **Appendix C: Sanborn Fire Insurance and Plat Maps and Aerial Photographs** for additional primary evidence and visual information.

History of a Warehouse Construction Technology: Reinforced Concrete

The development and methodological diffusion of reinforced concrete technology was well established by the time railroad warehouses were constructed in Sebastopol. This technology was essential to support the weight of agricultural products stored for transportation. Concrete without the tensile strength of iron or steel fails under unsupported pressure from weight on beams and floor-slabs, such as those used in the subject warehouses. Reinforced concrete is ideally suited for cantilevered strength, such as when heavy equipment and boxes of products require reliable support on a warehouse floor.

Although reinforced concrete was first proposed by French architects in the late-18th Century, its widespread use began with pioneers in England in the 1850s and then in the 1860s in the United States and in California in particular. From Ipswich, England, Ernest L. Ransome immigrated to the San Francisco Bay Area, where he opened a concrete block manufactory in 1868. Far from the iron supplies of the eastern United States, caste iron facades were expensive and lacked the strength and earthquake and fire resilience of reinforced concrete, which only required enough iron for reinforcing bar. His initial projects from 1883 to 1889 in reinforced concrete were for a sidewalk in Stockton and floor slabs for a flour mill on the East Bay shore, a winery in Saint Helena, and an industrial warehouse in Alameda (Condit 1982).

Ransome and those that followed advanced a technology that made railroad warehouses, like the subject properties, capable of supporting greater weight and larger volumes of storage in parallel to the advancements of mass product transportation through freight rail. Although not early examples, which would include industrial and storage buildings in California beginning in the 1880s, the subject warehouses from the first half of the 20th-Century reflect the practicality of reinforced concrete in warehouse foundations. The wood frame and truss construction of the subject warehouses, where visible, are ubiquitous and, like contemporary spans, limited the width of the elongated rail-side buildings (Condit 1982).

Physical Description

The subject properties are adjacent to one another and sit astride a former railroad track spur in a district of fruit and vegetable processing and storage facilities. The subject properties are part of The Barlow, a 12-acre outdoor market district featuring local food, wine, beer, spirits and crafts made onsite by Sonoma County artisans.

The parcels are described below, followed by a record of the buildings on the parcels in their current condition. See **Appendix C: Sanborn Fire Insurance and Plat Maps and Aerial Photographs** for the County Assessor's Parcel Map of the August 28, 1918 Partition of Birdie Miller Cnopius, Assessor's Map Book 4, Page 75.

Parcels

The two parcels are identified by Assessor's Parcel Numbers (APN) and references as follows:

- 6782 Sebastopol Avenue-
  - APN: 004-750-030-000
  - Partition of Birdie Miller Cnopius
  - Recorded May 7, 1918 in Book 35, Maps pages 22-00
  - Lot 30
  - 1.23-acres
  - Road frontage of 139.75-feet and depth of the parcel 374.54-feet.
  - Latitude: 38.4032; Longitude: -122.8207

- 6780 Depot Street-
  - APN: 004-750-033-000
  - Partition of Birdie Miller Cnopius
  - Recorded May 7, 1918 in Book 35, Maps pages 22-00
  - Lot 34
  - 0.9-acres
  - Road frontage of 226.88-feet and irregular depth of 239.12-feet.
  - Latitude: 38.4033; Longitude: -122.8213

Buildings

The two buildings considered in this report have several addresses; see **Figure 15** below. The building at 6782 Sebastopol Avenue also includes address numbers 6784, 6786, and 6788. The building at 6780 Depot Street also includes address numbers 6760 and 6770. The physical descriptions of the buildings are addressed separately in preparation for the separate evaluations for historical significance in the sections that follows.

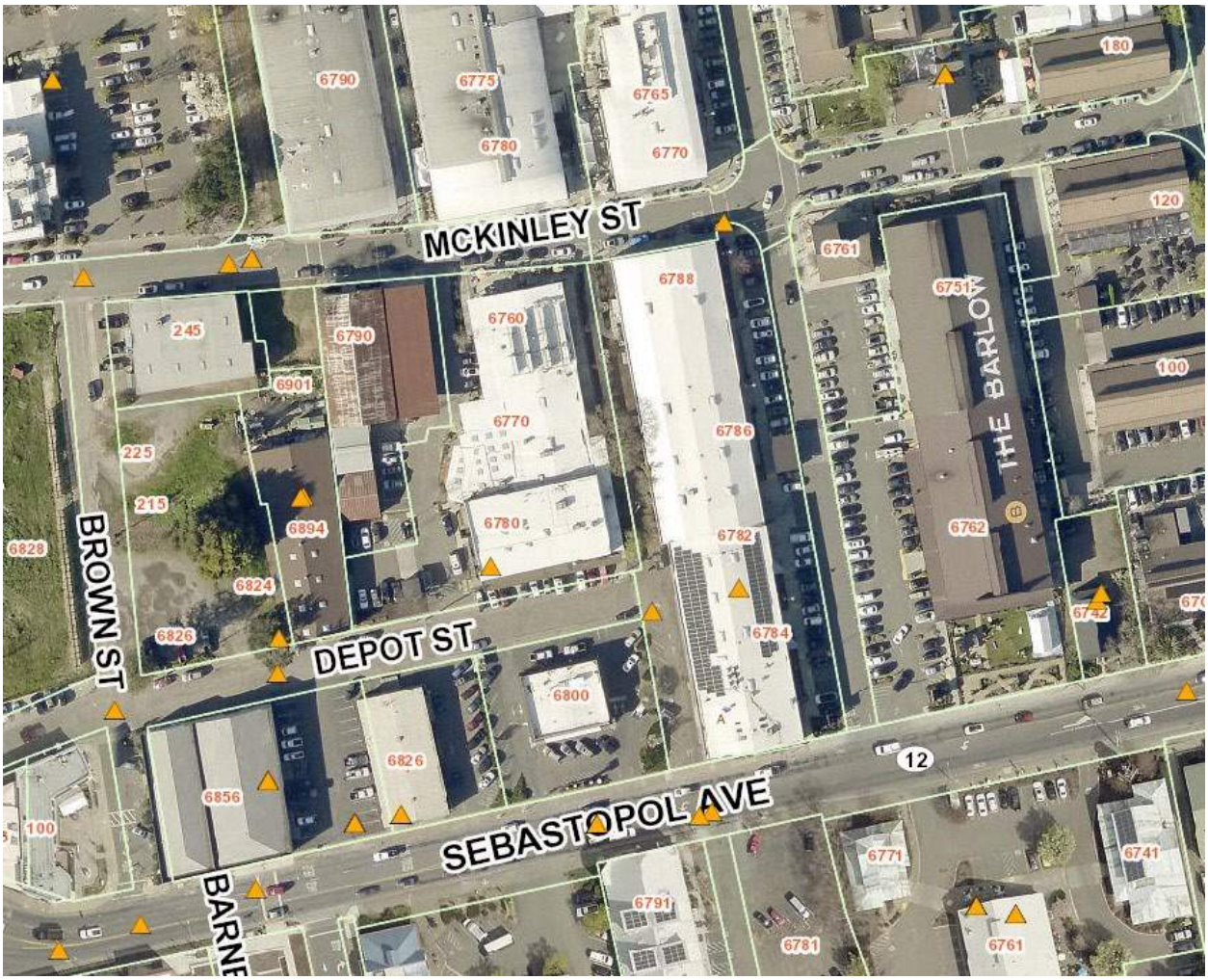


Figure 15 Parcel map of 6782 Sebastopol Avenue and 6780 Depot Street include several addresses, as seen here. Note, the orange triangles on the image indicate the location of historical photographs in the archives of the Western Sonoma County Historical Society (Courtesy of the Western Sonoma County Historical Society).

Figure 166 Barlow Hotel Project property demarcated in blue boundary lines and the project APE map, as red boundary lines (Courtesy Aldridge Development and ESA from Google Earth, November 2024)Physical Description 6782 Sebastopol Avenue

6782 Sebastopol Avenue appears to date from 1924/25, as shown in the **Property History** section above. The building is a utilitarian warehouse with a raised concrete platform foundation set approximately 5-feet above grade, typical of 20th-Century railroad warehouses. The wood frame building is composed of two primary interior spaces, a 2-story office portion at the south end and a much larger handling and storage portion comprising about 80% of the 31,571-square foot interior.

The elongated rectangular plan, 390' X 81', allows for two long exterior elevations facing the railroad tracks for loading to its west and for truck loading doors to its east. The façade is fitted for pedestrian access and other fenestration for offices while the rear elevation at McKinley Street has a roll-up loading door and a second roll-up vehicular access door, leading up onto the warehouse's elevated reinforced-concrete floor.

Exterior walls feature clerestory windows at the top, which are now painted to reduce solar heat gain. The southern end of the building is clad in manufactured wood-board siding at the southern end and steel siding on the northern portion.

Standard trusses over the southern 40% and gambrel trusses over the northern 60% of the building support the roof and their span limits the building's width. The gambrel truss form is reflected in the

roof plains but terminates at the eaves with nearly flat wings that accommodate internal gutters. The roof appears to be clad in a modified bitumen roofing over sheathing.

Façade – South Elevation

The building faces south up to the sidewalk of Sebastopol Avenue. A single step parapet façade, the parapet cap is not relieved from the surface, giving an overall flat appearance. Mid- to late-20th Century cladding and flush-surface fenestration (See **Figure 16**) dates back to at least 1970, as seen in **Figure 14**. Some panels of siding are missing at the western end of the façade. Larger windows are comprised of a central fixed-window flanked by smaller sliding windows within aluminum frames. Concrete steps and steel railings lead into an inset entry with aluminum frame door. The entrance is offset to the western end of the southerly façade.

Figure 17 A view to the north-northeast (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 18 Façade with late-20th Century replacement siding, fenestration, and cornice cap (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 19 A view to the northwest (Photography by Yarbrough Architectural Resources 11/3/2023).

East Elevation

On the east elevation, six roll-up freight doors open for truck loading but the volume of freight is mitigated by a new public access, pedestrian-friendly commercial district, The Barlow. A broad sidewalk flanks the building's east elevation and a vehicular entrance with two driveways and three rows of perpendicular parking rows now occupy the formerly industrial access area (See **Figures 18 – 21**).

Fenestration now includes both vinyl and aluminum frame windows, an exterior-mounted stairway to the second floor, and six roll-up doors, formerly devoted to truck freight access. Newer steps, railings, landscaping, and concrete hardscapes reflect the buildings and district's focus on quality and artisanal retail commodities rather than its former function for large-scale, wholesale storage and transportation.

Late-20th Century manufactured wood siding on the front, southerly portion of the east elevation retains some original clerestory windows, now painted over. The northerly portion of the east elevation is clad in corrugated steel panels.

Figure 20 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 21 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 22 (Photography by Yarbrough Architectural Resources 11/3/2023).

North Elevation

The north elevation faces McKinley Street and has no parapet wall. Instead, the elevation's crest is shaped by the gambrel truss system which flatten out where the eaves to the east and west accommodate internal gutters. The elevation is clad in steel siding with two roll-up door entrances. At the eastern end, the entrance opens to a concrete ramp that rises to the reinforced concrete floor and to the right a partly glazed roll-up door provides light and freight truck access. One fixed, six-pane, wood-frame window on the elevation near the northeast corner appears to date from the building's construction in 1924/25 (See **Figures 22 – 24**).

Figure 23 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 24 (Photography by Yarbrough Architectural Resources 11/3/2023).

West Elevation

The west elevation formerly faced the Northwest Pacific Railroad spur. The reinforced concrete floor platform is at the height to directly load products of the former Sebastopol Coop Cannery Company from side-doors on the west elevation onto railroad freight cars from the spur tracks that formerly paralleled the west elevation. The west elevation no longer has railroad freight access doors except for one retained where the building is accessible to truck loading access at Depot Street. By easement, a PG&E utility deck and shed addition has been added near the north end of the west elevation over an area previously occupied by railroad tracks. Like the east elevation, the west elevation includes some original clerestory windows, now painted over, and vinyl and aluminum replacement fenestration on the southern portion of the building (See **Figures 24 – 26**).

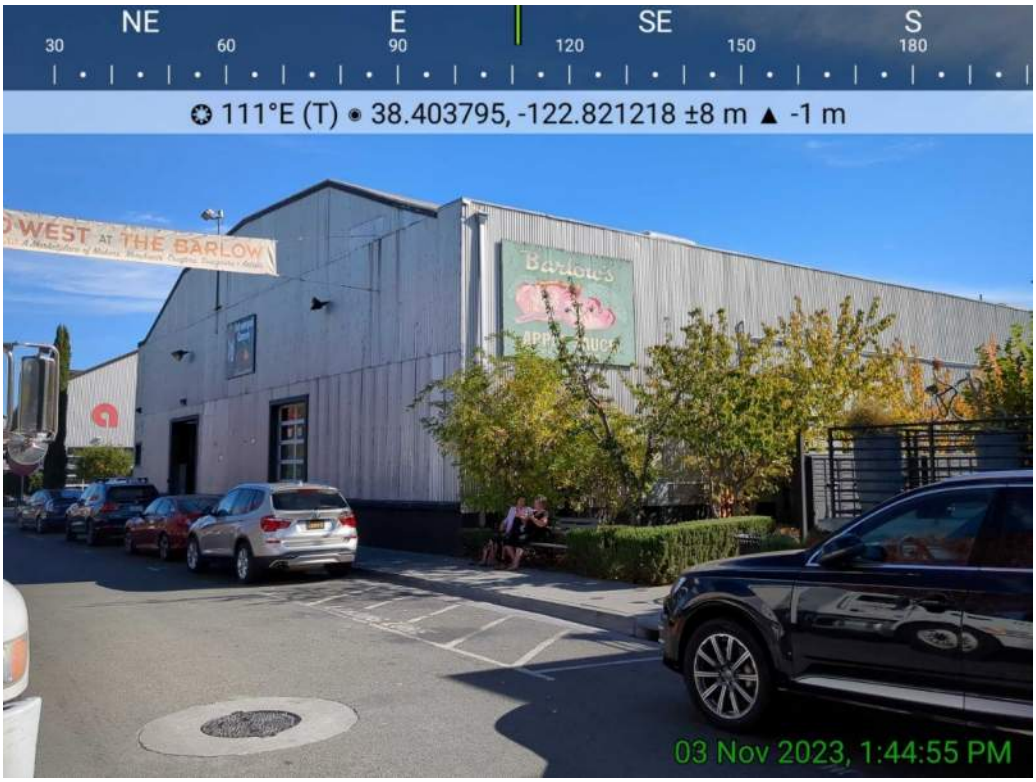


Figure 25 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 26 (Photography by Yarbrough Architectural Resources 11/3/2023).

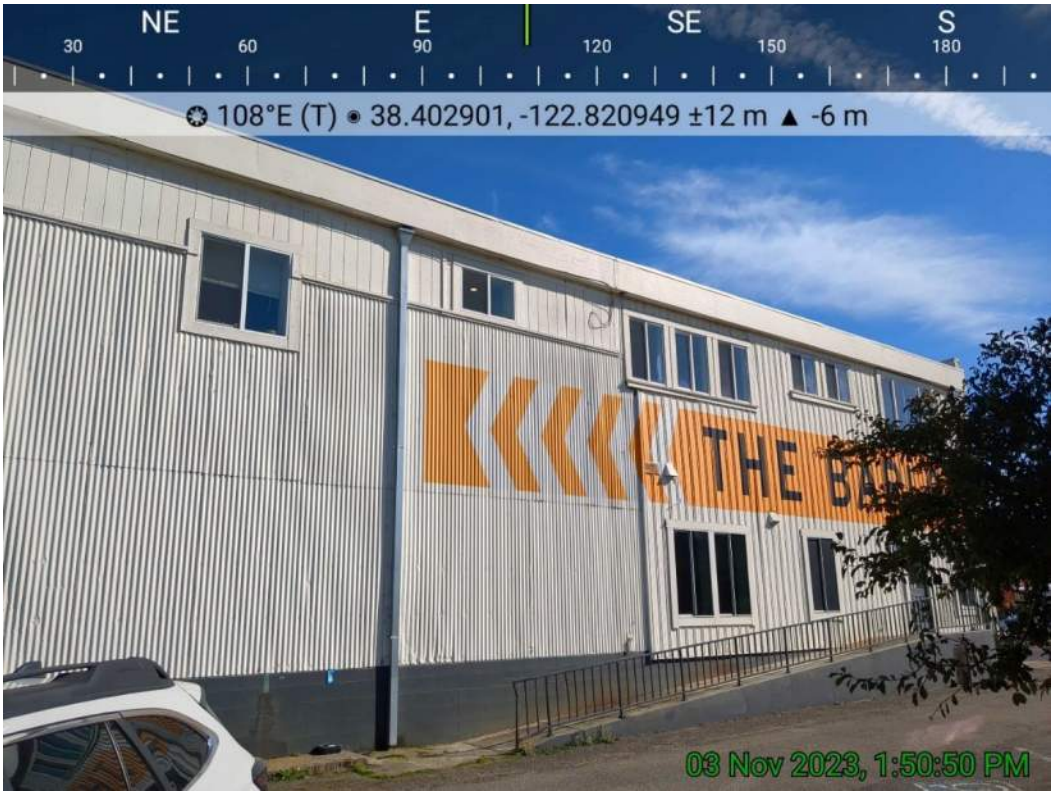


Figure 27 (Photography by Yarbrough Architectural Resources 11/3/2023).

Physical Description 6780 Depot Street

6780 Depot Street is a utilitarian warehouse that appears to have been a box making and storage building for the Enterprise Bottling Works. Based on information from Sanborn Fire Insurance maps, the building was constructed between 1903 and 1911. The greatly altered building now has a newer raised concrete foundation, although the 1911 Sanborn Fire Insurance Map indicates that the building was originally on a wood foundation of some type (See **Appendix C: Sanborn Fire Insurance and Plat Maps**). The wood frame building is composed of two primary interior spaces, a 2-story office portion at the south end, that was built for box making, and a single-story storage building portion that extends back to McKinley Street. Therefore, this building is described here in two parts, the South 2-Story Unit (see **Figures 27 – 32**) and the North Unit (see **Figures 33 – 36**).

South 2-Story Unit

The south 2-story unit of 6780 Depot Street is a side-gable mass with parapet walls at each end. They feature a two-step parapet wall with a central, ridge rectangular step. The façade does not appear to retain any materials from its period of construction in the first decade of the 20th-Century. The building is clad in what appears to be a bitumen layer held in place by battens, spaced approximately 2-feet apart vertically. A concrete front porch with low-slope shed roof and concrete porch appears to date from approximately the last 40-years. The fenestration on the façade, as well as on the façade-unit of the building, are dark bronzed, aluminum-frame horizontal sliders. Of similar date, an exterior stairway with a landing and door to the second floor and contemporary office doors and windows on the first floor give the building a contemporary appearance.

Figure 28 (Photography by Yarbrough Architectural Resources 11/3/2023).

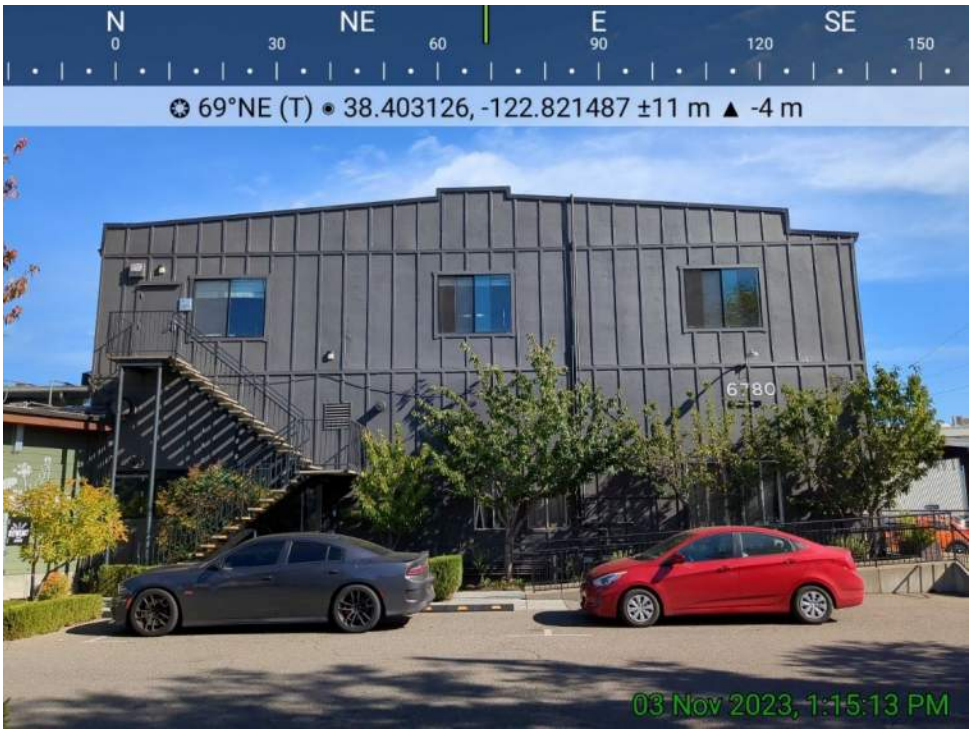


Figure 29 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 30 (Photography by Yarbrough Architectural Resources 11/3/2023).

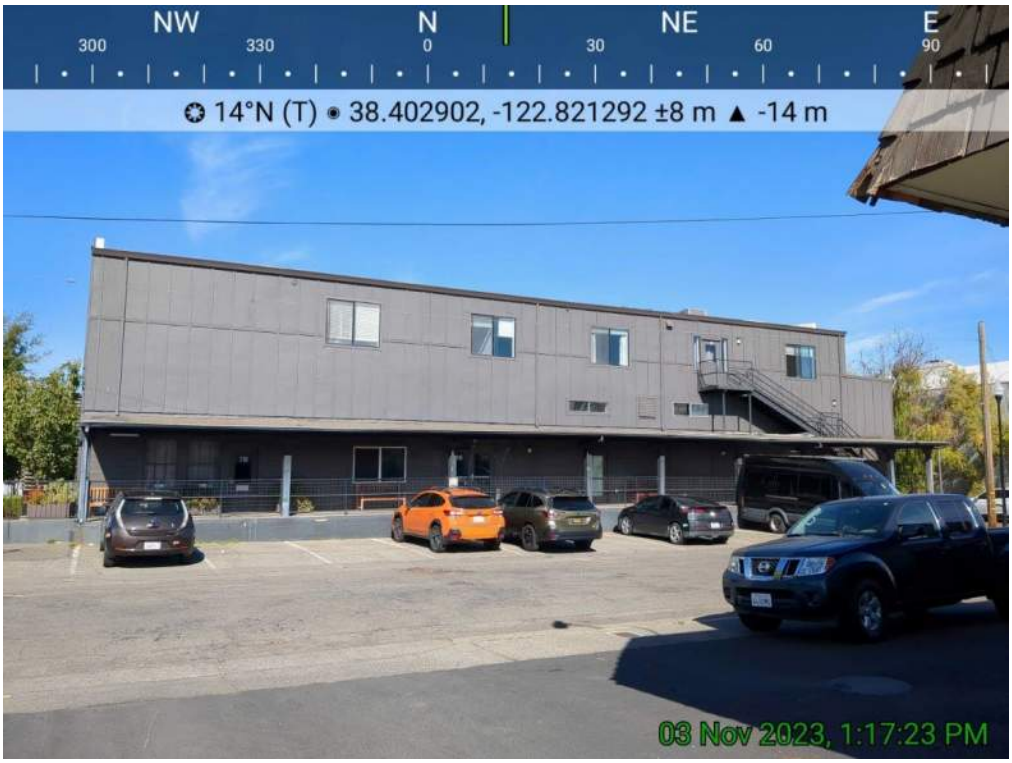


Figure 31 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 32 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 33 (Photography by Yarbrough Architectural Resources 11/3/2023).

North Unit

The north unit of the building is single-story parapet, gable-front building with side eaves. It is skirted with broad porches on its east, north, and west elevations. Built for storage, the roof and porch roofs are high to accommodate the movement of boxed bottles for loading on railroad freight cars on the east side of the building unit and for truck access on the west elevation. The plan is rectangular with a pushed-out addition on the east elevation at the northeast corner and another on the west elevation at the southwest corner

A secondary façade facing McKinley Street, the north unit presents a gradually sloping parapet wall with a small raised rectangular step at the ridge and flattened corner casts that appear to be a design feature remaining from its period of construction (see **Figure 33**). Between this secondary façade and McKinley Street, the building had a contemporary concrete terrace with seating and modern railing and access features.

Figure 34 View to the southeast (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 35 Note visible solar panels from McKinley Street (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 36 (Photography by Yarbrough Architectural Resources 11/3/2023)

Figure 37 (Photography by Yarbrough Architectural Resources 11/3/2023)

Evaluation of Significance

This evaluation of 6780 Depot Street and 6782 Sebastopol Avenue as potential historical resources is conducted as an architectural or built-environment consideration of significance but does not reflect potential archaeological resources. Although this historical resource evaluation report is not developed to address a current permitting process, it is written to address the standards and guidelines of CEQA. If and when the property owner or their assigned agent may choose to pursue discretionary approval from the City of Sebastopol or other agency with regulatory authority for permitting purposes, this technical study may serve or be updated so-as to serve as a recommendation regarding the subject properties' presence or absence of sufficient historical significance. If either property is determined by the lead-agency to be a "historical resources," pursuant to CEQA or local historic preservation statues, then limited historic preservation protections may be required by said agency. This historical resource evaluation report should not be considered as presuming to provide legal advise regarding any laws or statutes but is, rather, a technical study to inform decisionmakers.

CEQA considers properties eligible to the CRHR and to the National Register of Historic Places (NRHP) to be "historical resources." Historical resources are environmental resources and subject to certain processes and protections under the law. For a property to be an historical resource it must first qualify as significant under at least one of the criteria and retain the historical integrity to convey that significance. Therefore, this section is divided into an application of the significance criteria and followed by a consideration of the seven aspects of historical integrity.

Study Area

The Study Area is comprised of the current boundaries of the properties known as 6780 Depot Street, Assessor's Parcel Number (APN) 004-750-033-000 and 6782 Sebastopol Road (APN) 004-750-030-000. The study area does not address a potential project in this technical study, such as a CEQA Study Area, but defines the identification and evaluation limits of this study, the sole purpose of which is to recommend whether the property is a "historical resource" pursuant to CEQA guidelines.

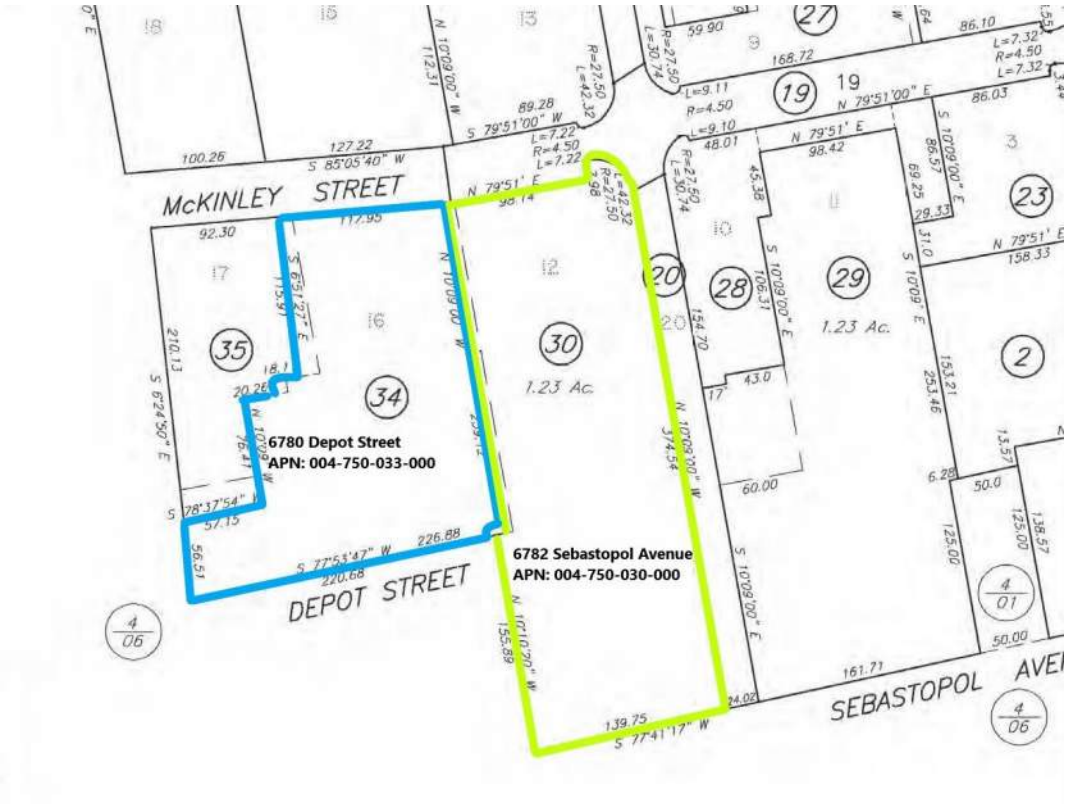


Figure 38 Study Area of two adjacent parcels, outlined and labelled, from a Sonoma County Assessor's Map.

Historic District Consideration

California Public Resources Code Section 5020.1(h) defines an "historic district" as:

> "Historic district" means a definable unified geographic entity that possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development." (California Public Law 2023)

The following inquiry was communicated by Edward Yarbrough, Architectural Historian and Principal of Yarbrough Architectural Resources to Mr. J. Jay, Planner, Planning & Community Development Department, City of Sebastopol and copying Planning Director, Kari Svanstrom. Edward Yarbrough addressed the following by email to Planner J. Jay:

> "I have been retained to write a Historical Resources Evaluation Report (HRER) for two buildings in the Barlow and am writing to request guidance and perhaps examples of HRERs that have met the standards of the City's Planning Department. Anything that you can share or guidance that you can provide would be greatly appreciated." [Email from Yarbrough to Jay, Nov. 3, 2023].

No response was received as of the completion of this technical study. Although Yarbrough Architectural Resources recommends that no eligible historic district is present. Only the City of Sebastopol, in any future role as lead-agency for both CEQA and municipal compliance, can determine whether or not an eligible historic district is present and, if so, whether or not the subject property would be considered a contributing resource to a historic district. Lead agencies may find eligible districts during the historical review process for individual properties. However, a technical analysis regarding a potential historic

district is beyond the scope of this study and can only be determined by the City of Sebastopol or a state or federal agency. Determining the presence of an eligible but unlisted historic district is based on previous historical resource evaluations, historical surveys, or by consideration of an eligible historic district during a formal review process.

Application of the Significance Criteria to 6782 Sebastopol Avenue

The application of criteria to determine the eligibility of 6782 Sebastopol Avenue is conducted for the purpose of recommending whether the property is individually significant, as defined by CEQA guidelines. The four CRHR significance criteria closely mirror those of the NRHP and are routinely applied in tandem to one another to evaluate resources subject to CEQA and municipal compliance. The NRHP and CRHR recommendation in this study follow that tandem evaluation approach. NRHP criteria A, B, C & D and CRHR criteria 1, 2, 3 & 4 are jointly considered as Criterion A/1, referring to NRHP Criterion A and CRHR Criterion 1, as follows:

NRHP Criterion A/CRHR Criterion 1 – *Not Recommend as Eligible*

To qualify for listing under Criterion A/1 of the NRHP/CRHR, a resource must be identified with an important event in history, an important pattern of events, or be significantly representative of a period of development. In review of historical documentation of 6782 Sebastopol, the former cannery railroad warehouse was not found to be mentioned in connection with a significant historical event. The warehouse was owned and operated by the Sebastopol Coop Cannery, earlier referred to as the Sebastopol Cooperative Canning Company, from which apple and other fruits were shipped as final products, the building is one of several apple, particularly Gravenstein apple, processing and product storage and shipping related structures at the eastern end of the City. No documentation of a known-eligible historic district is recorded here by the City of Sebastopol and the West Sonoma County Historic Resource Survey of 1981, revised in 2023, did not include the warehouse or neighboring warehouses worthy of inclusion or consideration. The aforementioned survey assessed and found historical resources within the blocks of the warehouse but did not include 6782 Sebastopol Avenue. The warehouse, built circa 1924/25, reflects Sebastopol's history of fruit packing and shipment by railroad but does not appear to be a significant representation of that period in the community's development. What associations the railroad warehouse building had with Sebastopol's renowned apple industry are overshadowed by the extant Gravenstein orchards, Luther Burbank experimental farm, and other character-defining structures and landscapes related to the development of the Gravenstein apple industry. Therefore, this resource is not recommended as eligible to the NRHP under Criterion A nor to the CRHR under Criterion 1.

NRHP Criterion B/CRHR Criterion 2 – *Not Recommend as Eligible*

To qualify for listing under Criterion B/2 of the NRHP/CRHR, a resource must be identified with a person important in history. The founders of the Sebastopol Coop Cannery were Newton B. Kinley of Santa Rosa, Fred K. Hammell of Petaluma, Wendell Henderson of Kelseyville, and I. N. Cable, W. O. Barnes, James Blundin, and Henry Elphick of Sebastopol. These organizers and shareholders of the cannery do not appear to be persons of particular historical significance through their ownership relationship with the warehouse building. With particular attention to the four investors hailing from Sebastopol, namely Cable, Barnes, Blundin, and Elphick, the names did not appear in newspaper nor Western Sonoma County Historical Society articles or other online searches. Therefore, this resource is not recommended as eligible to the NRHP under Criterion B nor to the CRHR under Criterion 2.

NRHP Criterion C/CRHR Criterion 3 – *Not Recommend as Eligible*

To qualify for listing under Criterion C/3 of the NRHP/CRHR, a resource must be identified with important movements in, or masters of, design and construction or as representative of an historically significant architectural type. This resource, built circa 1924/25, is illustrative of a railroad warehouse type that was

well established in the California by the 1920s and does not represent innovation or mastery in design or construction. Therefore, this resource is not recommended as eligible to the NRHP under Criterion C nor to the CRHR under Criterion 3.

NRHP Criterion D/CRHR Criterion 4– *Not Recommend as Eligible* (Archaeological Resources not considered herein)

To qualify for listing under Criterion D/4 of the NRHP/CRHR, a resource must have yielded or be likely to yield information important to prehistory or history. This study does not include the consideration of archaeological resources or of prehistory. However, as a built-environment or above-ground resource, the subject warehouse is a common structural form and does not embody information that may answer an unresolved historical question regarding design, construction, or history. Built forms of this type are well documented in current scholarship of building engineering and technology. Therefore, this resource is not recommended as eligible to the NRHP under Criterion D nor to the CRHR under Criterion 4.

Period of Significance

Only properties that are recommended as individually eligible under at least one of the above criteria are historically significant and, therefore, capable of having a period of significance. Individually, this property, consisting of a parcel with a railroad warehouse, is not recommended as eligible to the NRHP or CRHR. Although the warehouse was built after the Sebastopol Coop Cannery Company's organization in 1924 and constructed soon thereafter, the property is recommended as ineligible under any NRHP and CRHR criteria in the section above and, therefore, has no historical significance that can be associated with a certain historical period.

Historical Integrity Assessment

The Department of Interior, National Park Service recognizes seven aspects of historical integrity, that of location, setting, design, workmanship, materials, feeling, and association. Only NRHP- or CRHR-eligible properties have features that require retention to convey that significance. 6782 Sebastopol Avenue is not recommended as significant against NRHP and CRHR criteria A/1, B/2, C/3, or, excluding archaeological evaluation, D/4. Therefore, the property does not possess character-defining features which would otherwise be associated with its significance.

Application of the Significance Criteria to 6780 Depot Street

The application of criteria to determine the eligibility of 6780 Depot Street is conducted for the purpose of recommending whether the property is individually significant, as defined by CEQA guidelines. The four CRHR significance criteria closely mirror those of the NRHP and are routinely applied in tandem to one another to evaluate resources subject to CEQA and municipal compliance. The NRHP and CRHR recommendation in this study follow that tandem evaluation approach. NRHP criteria A, B, C & D and CRHR criteria 1, 2, 3 & 4 are jointly considered as Criterion A/1, referring to NRHP Criterion A and CRHR Criterion 1, as follows:

NRHP Criterion A/CRHR Criterion 1 – *Not Recommend as Eligible*

To qualify for listing under Criterion A/1 of the NRHP/CRHR, a resource must be identified with an important event in history. In review of historical documentation of Sebastopol's development and the area where cannery warehouses are present adjacent to rail and road networks, 6780 Depot Street was not found to be mentioned in connection with a significant historical event. Although the extant warehouse was constructed between 1903 and 1911, as shown on Sanborn Fire Insurance maps of those dates, the building is part of a pattern of industrial development in the area that began at the turn of the 20th Century and continued into the 1970s. The property was subject to historical inventory and review, as recorded in the *Western Sonoma County Historic Resources Survey, Volume 2. The City of Sebastopol* (1981; reprinted and revised 2023) and specifically excluded from the list of historical resources listed therein. This Historic Resource Survey included properties with significance due to association with important historical events and associations. The warehouse building and its property are not associated with an important historical event or exceptionally representative of the City's industrial or transportation development. Therefore, this resource is not recommended as eligible to the NRHP under Criterion A nor to the CRHR under Criterion 1.

NRHP Criterion B/CRHR Criterion 2 – *Not Recommend as Eligible*

To qualify for listing under Criterion B/2 of the NRHP/CRHR, a resource must be identified with a person important in history. No individual of historical significance in the history of Sebastopol could be identified with the subject property. The property was considered in the historical inventory and review, as recorded in the *Western Sonoma County Historic Resources Survey, Volume 2. The City of Sebastopol* (1981; reprinted and revised 2023) and specifically excluded from the list of historical resources listed therein. This Historic Resource Survey included properties with significance due to association with an important individual in history. The warehouse building and its property are not associated with an important individual associated with the City's development. Therefore, this resource is not recommended as eligible to the NRHP under Criterion B nor to the CRHR under Criterion 2.

NRHP Criterion C/CRHR Criterion 3 – *Not Recommend as Eligible*

To qualify for listing under Criterion C/3 of the NRHP/CRHR, a resource must be identified with important movements in, or masters of, design and construction or as representative of an historically significant architectural type. This resource is illustrative of a railroad warehouse type that was well established in the California by the 1920s and does not represent innovation or mastery in design or construction. Therefore, this resource is not recommended as eligible to the NRHP under Criterion C nor to the CRHR under Criterion 3.

NRHP Criterion D/CRHR Criterion 4– *Not Recommend as Eligible* (Archaeological Resources not considered herein)

To qualify for listing under Criterion D/4 of the NRHP/CRHR, a resource must have yielded or be likely to yield information important to prehistory or history. This study does not include the consideration of archaeological resources or of prehistory. However, as a built-environment or above-ground resource, the subject warehouse is a common structural form and does not embody information that may answer an unresolved historical question regarding design, construction, or history. Built forms of this type are well documented in current scholarship of building engineering and technology. Therefore, this resource is not recommended as eligible to the NRHP under Criterion D nor to the CRHR under Criterion 4.

Period of Significance

Only properties that are recommended as individually eligible under at least one of the above criteria are historically significant and, therefore, capable of having a period of significance. Individually, this property, consisting of a parcel with a railroad warehouse, is not recommended as eligible to the NRHP or CRHR. Although the warehouse was built sometime in the first decade of the 20th-Century, the property is recommended as ineligible under any NRHP and CRHR criteria in the section above and, therefore, has no historical significance that can be associated with a certain historical period.

Historical Integrity Assessment

The Department of Interior, National Park Service recognizes seven aspects of historical integrity, that of location, setting, design, workmanship, materials, feeling, and association. Only NRHP- or CRHR-eligible properties have features that require retention to convey that significance. 6780 Depot Street is not recommended as significant against NRHP and CRHR criteria A/1, B/2, C/3, or, excluding archaeological evaluation, D/4. Therefore, the property does not possess character-defining features which would otherwise be associated with its significance.

Conclusions and CEQA Impacts Analysis

The warehouses as 6782 Sebastopol Avenue and 6780 Depot Streeet are not recommended as individually eligible to the NRHP under criteria A, B, C, or D nor to the CRHR under criteria 1, 2, 3, or 4. This historic resource evaluation report does not consider potential eligibility under NRHP criterion D nor CRHR criterion 4 for purposes of archaeological resources. Therefore, this technical study recommends that the property is not a historical resource, as defined under CEQA.

The property is not within a listed historic district. This technical study does not recommend whether the property is within an eligible historic district, which is beyond the scope of this report.

In this December 2024 HRER revision, the Barlow Hotel Project encompasses the property at 6782 Sebastopol Avenue but does not include 6780 Depot Street in the APE. Although this technical study continues to provide a recommendation of ineligibility and lack of historical significance for 6780 Depot Street, the HRER now identifies, recommends ineligibility, and therefore, a CEQA finding of *no historical resources impacted* for the property within the APE, namely 6782 Sebastopol Avenue. The APE does not include areas of indirect impact or temporary construction staging areas.

CEQA Finding Recommendation

Regarding the property located within the CEQA Study Area or APE, namely 6782 Sebastopol Avenue, this technical study recommends a finding of *No historical resources impacted*.

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2011 *Sebastopol's Gravenstein Apple Industry*. Images of America series. Acadia Publishing, San Francisco, California.

Yarbrough Architectural Resources

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Appendix A: DPR Form Sets

State of California ♉ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #
PRIMARY RECORD
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 **of** 22 ***Resource Name or #:** 6782 Sebastopol Avenue, Sebastopol, CA
P1. Other Identifier: Former Sebastopol Coop Cannery Company Warehouse

***P2. Location:** ☐ **Not for Publication** ✠ **Unrestricted**
***a. County** Sonoma
***b. USGS 7.5' Quad** Sebastopol **Date** 2018-09-05 **T** 11S; **R** 1W; ☐ **of** ☐ **of Sec** 18; **B.M.**
c. Address 6782 Sebastopol Ave City Sebastopol Zip 95472
d. UTM: Zone 38.402833070744755, -122.82064201238359 e. Other Locational Data: Assessor's Parcel Number (APN): 004-750-030-000

***P3a. Description:** The building is a utilitarian warehouse with a raised concrete platform foundation set approximately 5-feet above grade, typical of 20th-Century railroad warehouses. (See DPR 523l continuation sheet page 3)

***P3b. Resource Attributes:** Industrial Building HP31.

P5a. Photograph or Drawing

***P4. Resources Present:** ✠ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other
P5b. Description of Photo: View to NNE, 3 Nov 2023, photo by Yarbrough Architectural Resources
***P6. Date Constructed/Age and Source:** ✠ Historic
Ca. 1925, newspaper article *Santa Rosa Press Democrat*

***P7. Owner and Address:**
Barlow Star LLC
6780 Depot Street, Suite 7
Sebastopol, CA 95472
***P8. Recorded by:** Edward Yarbrough, Yarbrough Architectural Resources, 2150 Silverado Trl N, Saint Helena, CA 94574
***P9. Date Recorded:** Jan. 14, 2024
***P10. Survey Type:** (Describe)
Individual property Historical Resource Evaluation Report for Constraints Analysis

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
HISTORICAL RESOURCE EVALUATION REPORT: Constraints Analysis for 6780 Depot St. & 6782 Sebastopol Ave., Sebastopol, Sonoma County, California Yarbrough Architectural Resources, January 2024

***Attachments:** ☐NONE ☐Location Map ✠Continuation Sheet ✠ Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) _____ ***NRHP Status Code** 6Z
Page `2 **of** 20

B1. Historic Name: Enterprise Bottling Works Warehouse Building
B2. Common Name: 6780 Depot Street
B3. Original Use: Railroad Warehouse B4. Present Use: Commercial Rental Property ***B5. Architectural Style:** Industrial Railroad Warehouse circa 1903 - 1911
***B6. Construction History:** (Construction date, alterations, and date of alterations)

(See DPR 523l Continuation Sheet beginning at page 14 of this form set)

***B7. Moved?** ✠No ☐Yes ☐Unknown

***B8. Related Features:** The building is part of a 12-acre district of adaptively reused industrial and railroad buildings called The Barlow.

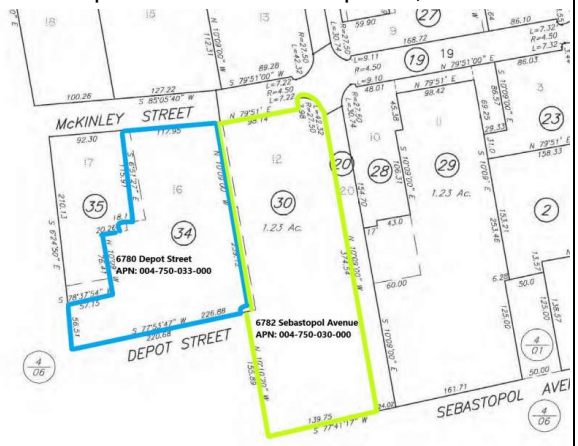
B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** None **Area** The Barlow retail and commercial district
Period of Significance None **Property Type** Industrial Building HP31 **Applicable Criteria** None

(See DPR 523l Continuation Sheet beginning at page 18 of this form set)

B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
(See DPR 523l Continuation Sheet beginning at page 20 of this form set)
B13. Remarks:
Edward Yarbrough, a qualified architectural historian, conducted a site visit with photographs and notes on November 3, 2023 and research at the Sonoma County Recorder's Office, Sebastopol Public Library, Western Sonoma County Historical Society, as well as numerous other online sources of information.

***B14. Evaluator:** Edward Yarbrough, Architectural Historian & Principal, Yarbrough Architectural Resources
***Date of Evaluation:** January 2024

Sketch Map with north arrow required.)



(This space reserved for official comments.)

P3a. Description

Parcel

- 6782 Sebastopol Avenue-
  - APN: 004-750-030-000
  - Partition of Birdie Miller Cnopius
  - Recorded May 7, 1918 in Book 35, Maps pages 22-00
  - Lot 30
  - 1.23-acres
  - Road frontage of 139.75-feet and depth of the parcel 374.54-feet.
  - Latitude: 38.4032; Longitude: -122.8207

Building

6782 Sebastopol Avenue appears to date from 1924/25, as shown in the **Property History** section above. The building is a utilitarian warehouse with a raised concrete platform foundation set approximately 5-feet above grade, typical of 20th-Century railroad warehouses. The wood frame building is composed of two primary interior spaces, a 2-story office portion at the south end and a much larger handling and storage portion comprising about 80% of the 31,571-square foot interior.

The elongated rectangular plan, 390' X 81', allows for two long exterior elevations facing the railroad tracks for loading to its west and for truck loading doors to its east. The façade is fitted for pedestrian access and other fenestration for offices while the rear elevation at McKinley Street has a roll-up loading door and a second roll-up vehicular access door, leading up onto the warehouse's elevated reinforced-concrete floor.

Exterior walls feature clerestory windows at the top, which are now painted to reduce solar heat gain. The southern end of the building is clad in manufactured wood-board siding at the southern end and steel siding on the northern portion.

Standard trusses over the southern 40% and gambrel trusses over the northern 60% of the building support the roof and their span limits the building's width. The gambrel truss form is reflected in the roof plains but terminates at the eaves with nearly flat wings that accommodate internal gutters. The roof appears to be clad in a modified bitumen roofing over sheathing.

Façade – South Elevation

The building faces south up to the sidewalk of Sebastopol Avenue. A single step parapet façade, the parapet cap is not relieved from the surface, giving an overall flat appearance. Mid- to late-20th Century cladding and flush-surface fenestration (See **Figure 1**) dates back to at least 1970, as seen in the **Construction History** section. Some panels of siding are missing at the western end of the façade. Larger windows are comprised of a central fixed-window flanked by smaller sliding windows within aluminum frames. Concrete steps and steel railings lead into an inset entry with aluminum frame door. The entrance is offset to the western end of the southerly façade.

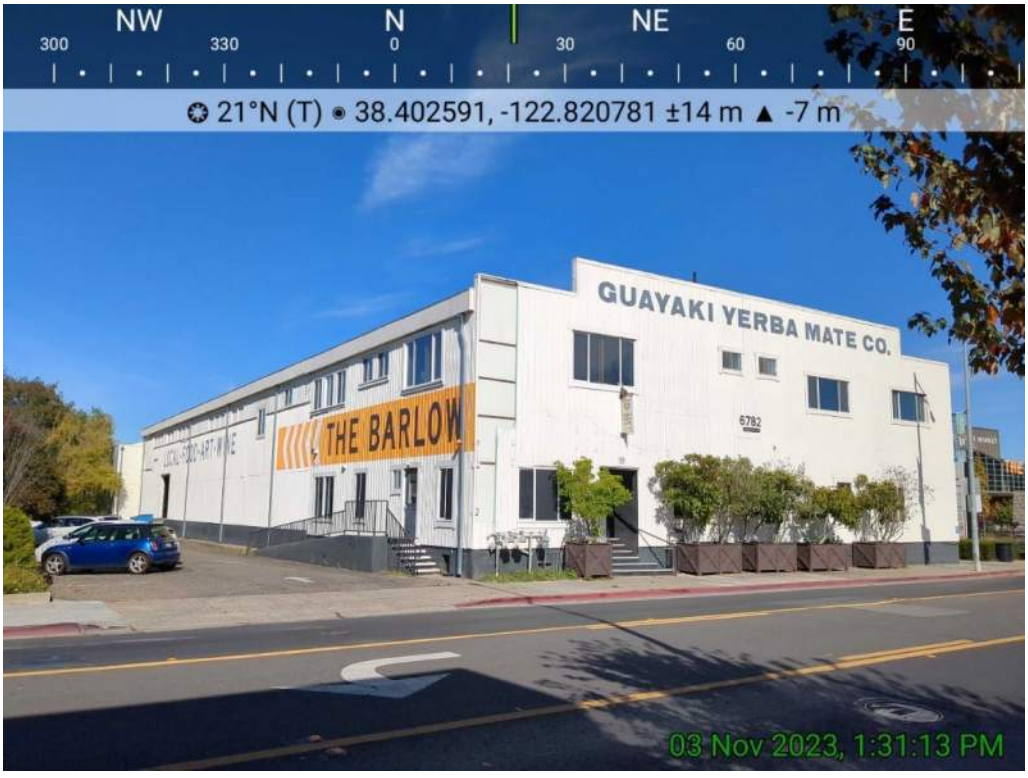


Figure 1 A view to the north-northeast (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 2 Façade with late-20th Century replacement siding, fenestration, and cornice cap (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 3 A view to the northwest (Photography by Yarbrough Architectural Resources 11/3/2023).

East Elevation

On the east elevation, six roll-up freight doors open for truck loading but the volume of freight is mitigated by a new public access, pedestrian-friendly commercial district, The Barlow. A broad sidewalk flanks the building's east elevation and a vehicular entrance with two driveways and three rows of perpendicular parking rows now occupy the formerly industrial access area (See **Figures 4 – 6**).

Fenestration now includes both vinyl and aluminum frame windows, an exterior-mounted stairway to the second floor, and six roll-up doors, formerly devoted to truck freight access. Newer steps, railings, landscaping, and concrete hardscapes reflect the buildings and district's focus on quality and artisanal retail commodities rather than its former function for large-scale, wholesale storage and transportation.

Late-20th Century manufactured wood siding on the front, southerly portion of the east elevation retains some original clerestory windows, now painted over. The northerly portion of the east elevation is clad in corrugated steel panels.

CONTINUATION SHEET

Property Name: _____
Page _____ of _____

Page 7 **of** 22 ***Resource Name or #** (Assigned by recorder)
***Recorded by:** Edward Yarbrough ***Date** Jan. 14, 2024 ☒ Continuation

Figure 4 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 5 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 6 (Photography by Yarbrough Architectural Resources 11/3/2023).

North Elevation

The north elevation faces McKinley Street and has no parapet wall. Instead, the elevation's crest is shaped by the gambrel truss system which flatten out where the eaves to the east and west accommodate internal gutters. The elevation is clad in steel siding with two roll-up door entrances. At the eastern end, the entrance opens to a concrete ramp that rises to the reinforced concrete floor and to the right a partly glazed roll-up door provides light and freight truck access. One fixed, six-pane, wood-frame window on the elevation near the northeast corner appears to date from the building's construction in 1924/25 (See **Figures 7 - 9**).

Figure 7 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 8 (Photography by Yarbrough Architectural Resources 11/3/2023).

West Elevation

The west elevation formerly faced the Northwest Pacific Railroad spur. The reinforced concrete floor platform is at the height to directly load products of the former Sebastopol Coop Cannery Company from side-doors on the west elevation onto railroad freight cars from the spur tracks that formerly paralleled the west elevation. The west elevation no longer has railroad freight access doors except for one retained where the building is accessible to truck loading access at Depot Street. By easement, a PG&E utility deck and shed addition has been added near the north end of the west elevation over an area previously occupied by railroad tracks. Like the east elevation, the west elevation includes some original clerestory windows, now painted over, and vinyl and aluminum replacement fenestration on the southern portion of the building (See **Figures 9 - 11**).

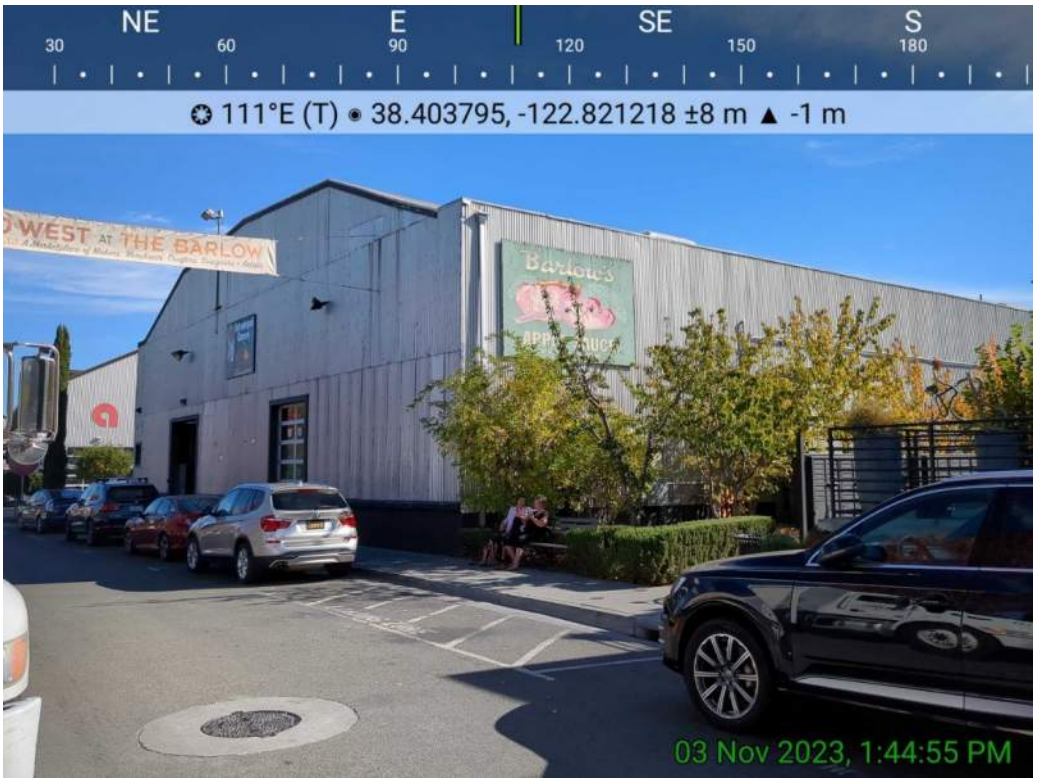


Figure 9 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 10 (Photography by Yarbrough Architectural Resources 11/3/2023).

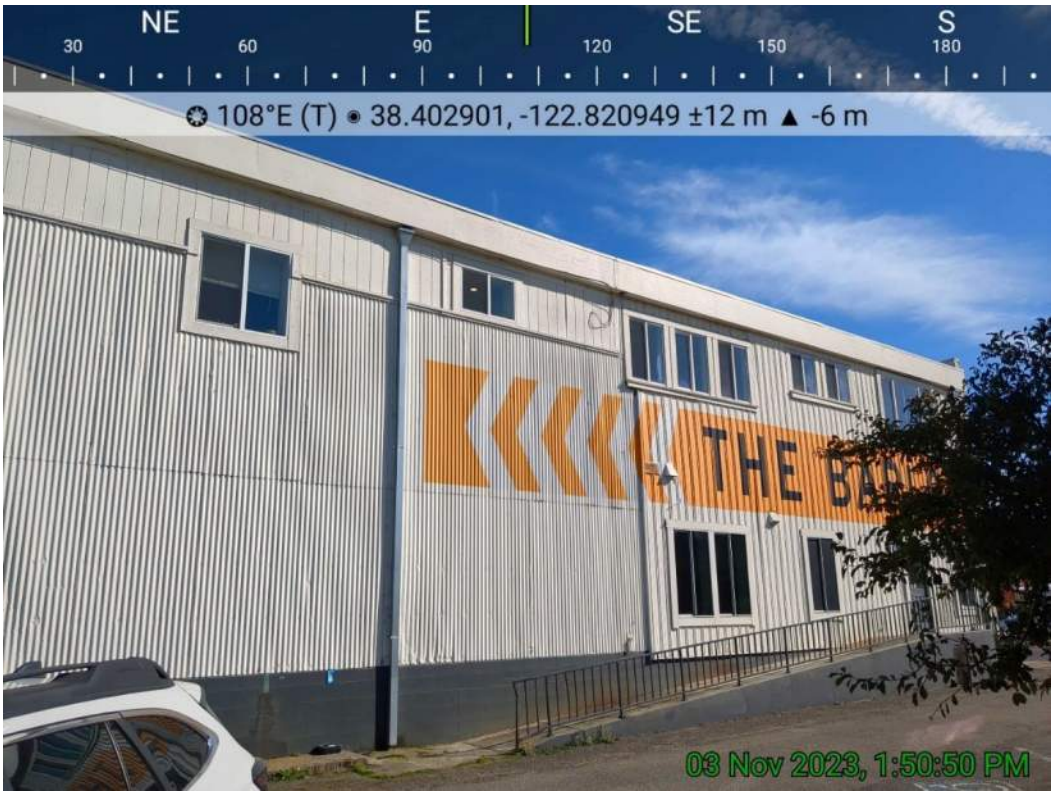


Figure 11 (Photography by Yarbrough Architectural Resources 11/3/2023).

B6. Construction History:

Property History

Summary of Property Identification

The warehouse at 6782 Sebastopol Avenue was built circa 1924/1925 by the Sebastopol Cooperative Canning Company. No records of the architect or builder were identified.

Evidence of Property History

The land possessed agricultural advantages and, later, suitability for light industrial uses: rich silt and loam soils to support the mineral and organic needs of orchards and other crops, such as at John and Barbara Brown's farm that preceded construction of the railroad warehouses (see **figures 7 & 8**); a level surface for agricultural access roads and later for railroad tracks; and, access at the intersection of downtown, once vast orchards, and proximity to larger markets and transportation networks to the east of Sebastopol (see **figures 9 & 10**).

At the time of the 1911 Sanborn Insurance Map both sides of the block where 6780 Depot Street sits included 5-residences, a Roman Catholic Church, and the H. H. Laton finished lumber warehouse and lumber yard.

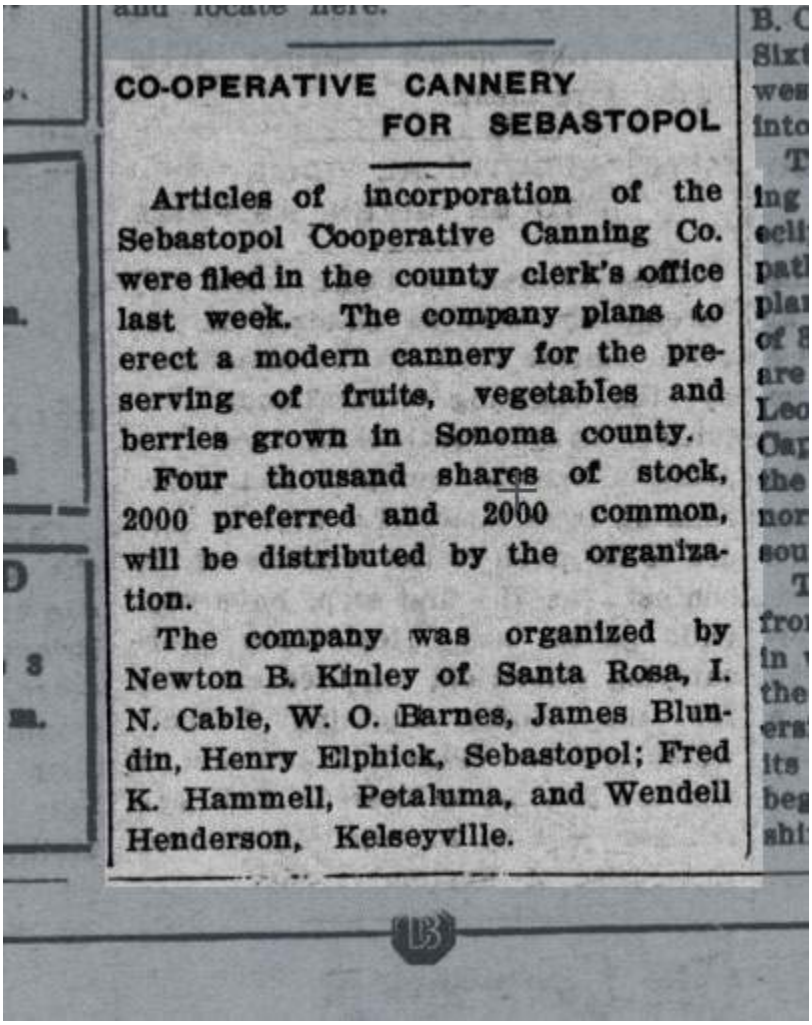
The fruit processing and canning buildings and railroad spurs that connected them to distant markets were built west of the Laguna de Santa Rosa wetlands between 1903 and 1911, according to Sanborn Fire Insurance maps from those dates; see **Appendix C: Sanborn Fire Insurance and Plat Maps and Aerial Photographs**. The first railroad warehouses recorded in the area by 1911 were the Italian-Swiss Colony Winery & Distillery, the Central California Canneries Company, and a box-making and warehouse that may have been the Enterprise Bottling Works at 6780 Depot Street. These structures were connected to railroad track spurs from the Western Pacific Railroad line, a company formed in 1903 to compete with the Southern Pacific Railroad monopoly (Western Sonoma County Historical Society 2003).

6780 Depot Street primary unit, now the 2-story façade with front porch, is labeled as a space for "box making" and had a partial deck along the eastern portion of the façade. The front portion is labeled as having wood or post foundations while the rear extension that runs back to McKinley Street had a concrete perimeter wall.

In 1911, the property that would become 6782 Sebastopol Avenue (the avenue also previously referred to as both Santa Rosa Avenue and Santa Rosa Road) was bisected by Depot Street. No building appears at 6782 Sebastopol Avenue on that date.

On page A-1 of the 1918 Grantee/Grantor Book, Sonoma County Assessor's Official Records, Nulaid Farmers Association sold the parcel at what would become 6782 Sebastopol Avenue to the Sebastopol Cooperative Cannery on August 28, 1918. The extant building on the parcel had not yet been constructed. On September 18, 1924, a short article in the Santa Rosa Press Democrat (see **Figure 12**) announced that the Sebastopol Coop Cannery Company was organized with 4,000-shares by "Newton B. Kinley of Santa Rosa, I. N. Cable, W. O. Barnes, James Blundin, Henry Elphick, Sebastopol; Fred K. Hammell, Petaluma, and Wendell Henderson, Kelseyville." Further, the article announces, "the company plans to erect a modern cannery for the preserving of fruits, vegetable and berries grown in Sonoma County." With this evidence, the date of construction for the Sebastopol Coop Cannery building at 6782 Sebastopol Avenue was likely begun in 1924 and completed in 1925.

The initial investors listed in the newspaper article (see **Figure 11**) did not appear in further research to be historically significant individuals. The four investors hailing from Sebastopol, namely Cable, Barnes, Blundin, and Elphick, did not appear in other newspaper searches nor in Western Sonoma County Historical Society resources online.



CO-OPERATIVE CANNERY FOR SEBASTOPOL

Articles of incorporation of the Sebastopol Cooperative Canning Co. were filed in the county clerk's office last week. The company plans to erect a modern cannery for the preserving of fruits, vegetables and berries grown in Sonoma county.

Four thousand shares of stock, 2000 preferred and 2000 common, will be distributed by the organization.

The company was organized by Newton B. Kinley of Santa Rosa, I. N. Cable, W. O. Barnes, James Blundin, Henry Elphick, Sebastopol; Fred K. Hammell, Petaluma, and Wendell Henderson, Kelseyville.

Figure 12 *"Plans to erect a modern cannery for the preserving of fruits, vegetables and berries grown in Sonoma County" by the newly organized Sebastopol Cooperative Cannery Company were announced on September 18, 1924 in the* Santa Rosa Press Democrat *newspaper.*

In **Figure 13**, in the center of the 1965 aerial photograph, 6780 Depot Street is the building directly above the elongated form of 6782 Sebastopol Avenue.

Railroad spurs and access to main lines were increasingly abandoned in the County as products were shipped by truck, a trend that accelerated following World War II. However, railroad transport continued to be a primary method of shipping product from the Sebastopol Coop Cannery's warehouse. For example, the Sebastopol Coop Cannery shipped four entire railroad freight cars of Apple Time juices and sauces to market weekly, according to the *Santa Rosa Press Democrat* newspaper in 1968 (See **Figure 13**)

Figure 13 Aerial photo taken from the east of the subject properties in 1965 (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

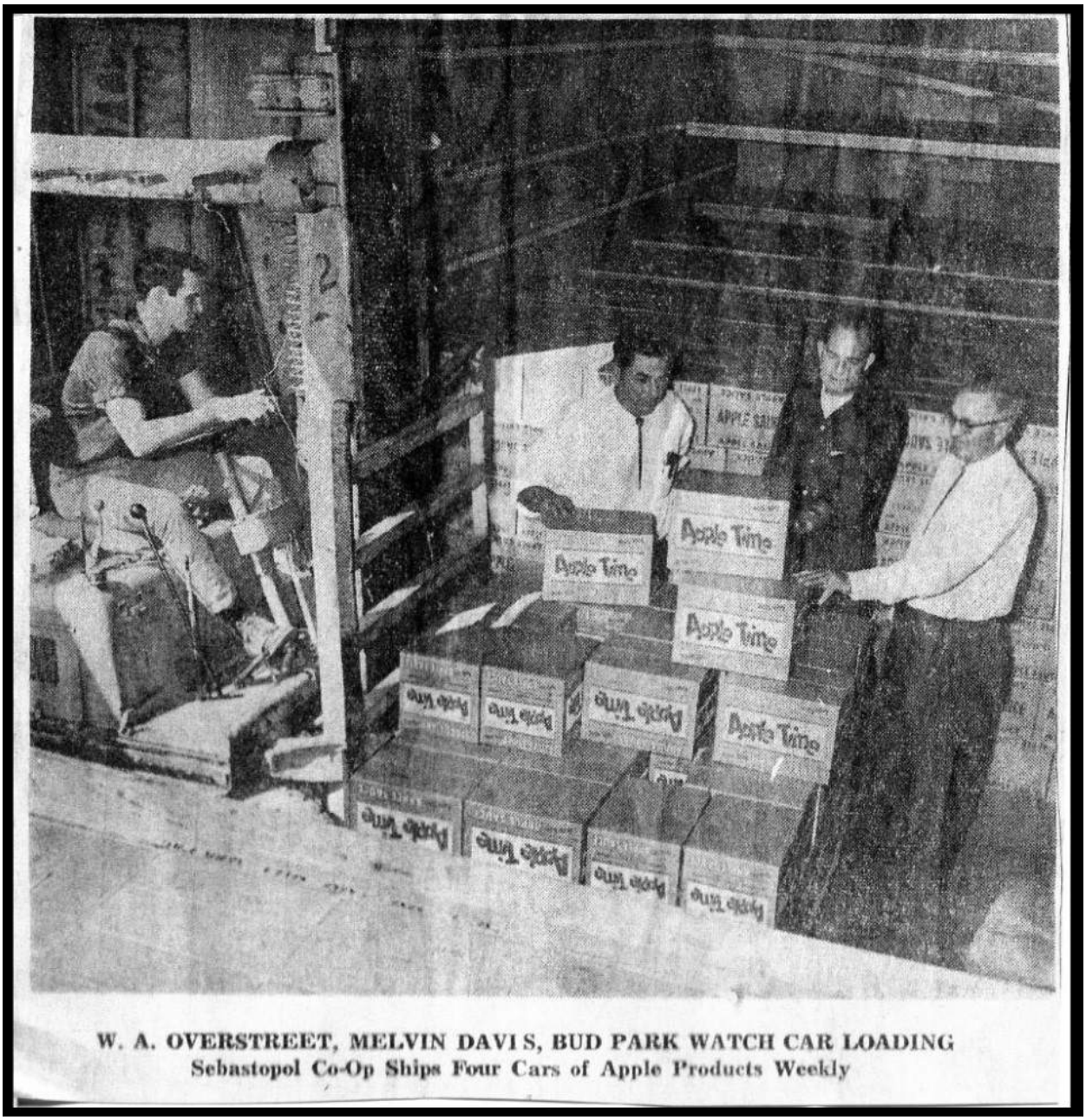


Figure 14 From the Santa Rosa Press Democrat, a forklift driver and three managers of the Sebastopol Cooperative Canning Company pose with "Apple Time" products that are boxed and ready to load on freight rail cars, circa 1968 clipping (Courtesy of the Western Sonoma County Historical Society)

Figure 15 This 1970 photograph shows that original, circa 1924, fenestration and siding of the façade and side elevations of 6780 Sebastopol Avenue had been replaced with manufactured wood siding, known as T1-11 and fixed and sliding aluminum frame windows. Note that a contemporary sign of backlit plastic sign above the entrance reads "Sebastopol Co-op Cannery." (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

6782 Sebastopol Avenue evidences significant changes to fenestration, siding, and use in the latter half of the 20th-Century to the present. These alterations are commonly reflected in "Year Built" dates on parcel reports. 6782 Sebastopol Avenue's Parcel Report, Parcel #004-750-030-000 gives a Year Built of

1953. The aluminum-frame windows and manufactured siding seen on 6782 Sebastopol Avenue in **Figure 14** may reflect 1953 alterations.

B10. Significance

The application of criteria to determine the eligibility of 6782 Sebastopol Avenue is conducted for the purpose of recommending whether the property is individually significant, as defined by CEQA guidelines. The four CRHR significance criteria closely mirror those of the NRHP and are routinely applied in tandem to one another to evaluate resources subject to CEQA and municipal compliance. The NRHP and CRHR recommendation in this study follow that tandem evaluation approach. NRHP criteria A, B, C & D and CRHR criteria 1, 2, 3 & 4 are jointly considered as Criterion A/1, referring to NRHP Criterion A and CRHR Criterion 1, as follows:

NRHP Criterion A/CRHR Criterion 1 – *Not Recommend as Eligible*

To qualify for listing under Criterion A/1 of the NRHP/CRHR, a resource must be identified with an important event in history, an important pattern of events, or be significantly representative of a period of development. In review of historical documentation of 6782 Sebastopol, the former cannery railroad warehouse was not found to be mentioned in connection with a significant historical event. The warehouse was owned and operated by the Sebastopol Coop Cannery, earlier referred to as the Sebastopol Cooperative Canning Company, from which apple and other fruits were shipped as final products, the building is one of several apple, particularly Gravenstein apple, processing and product storage and shipping related structures at the eastern end of the City. No documentation of a known-eligible historic district is recorded here by the City of Sebastopol and the West Sonoma County Historic Resource Survey of 1981, revised in 2023, did not include the warehouse or neighboring warehouses worthy of inclusion or consideration. The aforementioned survey assessed and found historical resources within the blocks of the warehouse but did not include 6782 Sebastopol Avenue. The warehouse, built circa 1924/25, reflects Sebastopol's history of fruit packing and shipment by railroad but does not appear to be a significant representation of that period in the community's development. What associations the railroad warehouse building had with Sebastopol's renowned apple industry are overshadowed by the extant Gravenstein orchards, Luther Burbank experimental farm, and other character-defining structures and landscapes related to the development of the Gravenstein apple industry. Therefore, this resource is not recommended as eligible to the NRHP under Criterion A nor to the CRHR under Criterion 1.

NRHP Criterion B/CRHR Criterion 2 – *Not Recommend as Eligible*

To qualify for listing under Criterion B/2 of the NRHP/CRHR, a resource must be identified with a person important in history. The founders of the Sebastopol Coop Cannery were Newton B. Kinley of Santa Rosa, Fred K. Hammell of Petaluma, Wendell Henderson of Kelseyville, and I. N. Cable, W. O. Barnes, James

Blundin, and Henry Elphick of Sebastopol. These organizers and shareholders of the cannery do not appear to be persons of particular historical significance through their ownership relationship with the warehouse building. With particular attention to the four investors hailing from Sebastopol, namely Cable, Barnes, Blundin, and Elphick, the names did not appear in newspaper nor Western Sonoma County Historical Society articles or other online searches. Therefore, this resource is not recommended as eligible to the NRHP under Criterion B nor to the CRHR under Criterion 2.

NRHP Criterion C/CRHR Criterion 3 – *Not Recommend as Eligible*

To qualify for listing under Criterion C/3 of the NRHP/CRHR, a resource must be identified with important movements in, or masters of, design and construction or as representative of an historically significant architectural type. This resource, built circa 1924/25, is illustrative of a railroad warehouse type that was well established in the California by the 1920s and does not represent innovation or mastery in design or construction. Therefore, this resource is not recommended as eligible to the NRHP under Criterion C nor to the CRHR under Criterion 3.

NRHP Criterion D/CRHR Criterion 4– *Not Recommend as Eligible* (Archaeological Resources not considered herein)

To qualify for listing under Criterion D/4 of the NRHP/CRHR, a resource must have yielded or be likely to yield information important to prehistory or history. This study does not include the consideration of archaeological resources or of prehistory. However, as a built-environment or above-ground resource, the subject warehouse is a common structural form and does not embody information that may answer an unresolved historical question regarding design, construction, or history. Built forms of this type are well documented in current scholarship of building engineering and technology. Therefore, this resource is not recommended as eligible to the NRHP under Criterion D nor to the CRHR under Criterion 4.

Period of Significance

Only properties that are recommended as individually eligible under at least one of the above criteria are historically significant and, therefore, capable of having a period of significance. Individually, this property, consisting of a parcel with a railroad warehouse, is not recommended as eligible to the NRHP or CRHR. Although the warehouse was built after the Sebastopol Coop Cannery Company's organization in 1924 and constructed soon thereafter, the property is recommended as ineligible under any NRHP and CRHR criteria in the section above and, therefore, has no historical significance that can be associated with a certain historical period.

Historical Integrity Assessment

The Department of Interior, National Park Service recognizes seven aspects of historical integrity, that of location, setting, design, workmanship, materials, feeling, and association. Only NRHP- or CRHR-eligible properties have features that require retention to convey that significance. 6782 Sebastopol Avenue is not recommended as significant against NRHP and CRHR criteria A/1, B/2, C/3, or, excluding archaeological evaluation, D/4. Therefore, the property does not possess character-defining features which would otherwise be associated with its significance.

B12. References:

California Public Law (website)

2023 CA Pub Res Code Section 5020.1 website https://california.public.law/codes/ca_pub_res_code_section_5020.1, accessed 10/30/2023.

Fletcher, Francis.

1637 *"The world encompassed by Sir Francis Drake, being his next voyage to that to Nombre de Dios formerly imprinted; carefully collected out of the notes of Master Francis Fletcher, preacher in this imployment, and diuers others his followers in the same; offered now at last to publique view ..."* [sic] *Sir Francis Drake.*

Hansen, Harvey J., Jeanne Thurlow Miller, and David Wayne Peri

1962 *Wild Oats in Eden: Sonoma County in the 19th Century*. Self-published, Kenwood, California.

Johnson, P.

1981 *Site Record for CA-SCR-187/H, P-44-000189*. Submitted to the Northwest Information Center.

Milliken, R., R.T. Fitzgerald, M. Hylkema, R. Groza, T. Origer, D.G. Bieling, A. Leventhal, R. Wiberg, A. Gottsfield, D. Gillette, V. Bellifemine, E. Strother, R. Cartier, and D.A. Fredrickson

2007 Punctuated Culture Change in the San Francisco Bay Area. In *California Prehistory: Colonization, Culture, and Complexity*, edited by T.L. Jones, and K.A. Klar, pp. 99-123. Altamira Press, New York.

Morgan, C

1998 *Department of Parks and Recreation Primary Record for P-44-000377. On file at the Northwest Information Center, Rohnert Park, California.*

Sebastopol, City of (emails)

2023 Yarbrough Architectural Resources to , Senior Planner, Planning and Community Development Department. November 3, 2023.

Sonoma County (website)

2023 Laguna de Santa Rosa page at sonomacounty.com. Accessed November 27, 2023.

Western Sonoma County Historical Society

2003 *Sebastopol*. Images of America series, Acadia Publishing, San Francisco, California.

2011 *Sebastopol's Gravenstein Apple Industry*. Images of America series. Acadia Publishing, San Francisco, California.

Yarbrough Architectural Resources

2023 *Cultural Landscape Report: At Crossover Road, Olema Bolinas Road & California State Route 1*. Bolinas Lagoon Wye Welands Resiliency Project, Marin County Parks, Marin County, California. November 2023.

State of California ♉ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #
PRIMARY RECORD
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 **of** 20 ***Resource Name or #:** 6782 Sebastopol Avenue, Sebastopol, CA
P1. Other Identifier: Former Sebastopol Coop Cannery Company Warehouse

*P2. **Location:** ☐ **Not for Publication** ✠ **Unrestricted**
***a. County** Sonoma
***b. USGS 7.5' Quad** Sebastopol **Date** 2018-09-05 **T** 11S; **R** 1W; __ ☐ **of** __ ☐ **of Sec** 18; _____ **B.M.**
c. Address 6782 Depot St City Sebastopol Zip 95472
d. UTM: Zone 38.40318619701677, -122.82120527627568 e. Other Locational Data: Assessor's Parcel Number (APN): 004-750-033-000

***P3a. Description:** 6780 Depot Street is a utilitarian warehouse that appears to have been a box making and storage building for the Enterprise Bottling Company. (See DPR 523l continuation sheet page 3)

***P3b. Resource Attributes:** Industrial Building HP31.

P5a. Photograph or Drawing

***P4. Resources Present:** ✠ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other
P5b. Description of Photo: View to NE, 3 Nov 2023, photo by Yarbrough Architectural Resources
***P6. Date Constructed/Age and Source:** ✠ Historic
1903 - 1911, Sanborn Fire Insurance Maps

***P7. Owner and Address:**
Barlow Star LLC
6780 Depot Street, Suite 7
Sebastopol, CA 95472
***P8. Recorded by:** Edward Yarbrough, Yarbrough Architectural Resources, 2150 Silverado Trl N, Saint Helena, CA 94574
***P9. Date Recorded:** Jan. 14, 2024
***P10. Survey Type:** (Describe)
Individual property Historical Resource Evaluation Report for Constraints Analysis

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
HISTORICAL RESOURCE EVALUATION REPORT: Constraints Analysis for 6780 Depot St. & 6782 Sebastopol Ave., Sebastopol, Sonoma County, California Yarbrough Architectural Resources, January 2024

***Attachments:** ☐NONE ☐Location Map ✠Continuation Sheet ✠ Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) _____ ***NRHP Status Code** 6Z
Page `2 **of** 20

B1. Historic Name: Enterprise Bottling Works Warehouse Building
B2. Common Name: 6780 Depot Street
B3. Original Use: Railroad Warehouse B4. Present Use: Commercial Rental Property ***B5. Architectural Style:** Industrial Railroad Warehouse circa 1903 - 1911
***B6. Construction History:** (Construction date, alterations, and date of alterations)

(See DPR 523l Continuation Sheet beginning at page 14 of this form set)

***B7. Moved?** ✠No ☐Yes ☐Unknown

***B8. Related Features:** The building is part of a 12-acre district of adaptively reused industrial and railroad buildings called The Barlow.

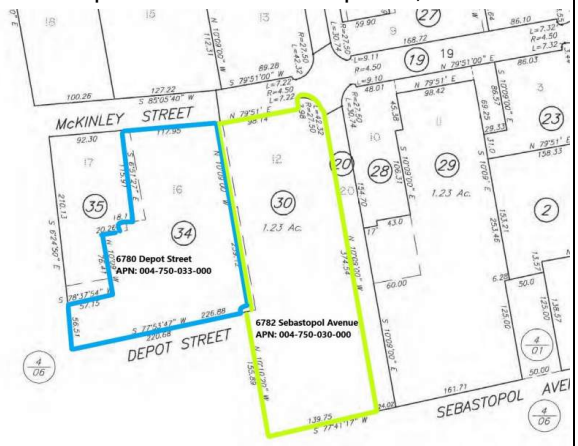
B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** None **Area** The Barlow retail and commercial district
Period of Significance None **Property Type** Industrial Building HP31 **Applicable Criteria** None

(See DPR 523l Continuation Sheet beginning at page 18 of this form set)

B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
(See DPR 523l Continuation Sheet beginning at page 20 of this form set)
B13. Remarks:
Edward Yarbrough, a qualified architectural historian, conducted a site visit with photographs and notes on November 3, 2023 and research at the Sonoma County Recorder's Office, Sebastopol Public Library, Western Sonoma County Historical Society, as well as numerous other online sources of information.

***B14. Evaluator:** Edward Yarbrough, Architectural Historian & Principal, Yarbrough Architectural Resources
***Date of Evaluation:** January 2024

Sketch Map with north arrow required.)



(This space reserved for official comments.)

P3a. Description

Parcel

- 6780 Depot Street-
  - APN: 004-750-033-000
  - Partition of Birdie Miller Cnopius
  - Recorded May 7, 1918 in Book 35, Maps pages 22-00
  - Lot 34
  - 0.9-acres
  - Road frontage of 226.88-feet and irregular depth of 239.12-feet.
  - Latitude: 38.4033; Longitude: -122.8213

Building

6780 Depot Street is a utilitarian warehouse that appears to have been a box making and storage building for the Enterprise Bottling Works. The greatly altered building now has a newer raised concrete foundation, although the 1911 Sanborn Fire Insurance Map indicates that the building was originally on a wood foundation of some type. The wood frame building is composed of two primary interior spaces, a 2-story office portion at the south end, that was built for box making, and a single-story storage building portion that extends back to McKinley Street. Therefore, this building is described here in two parts, the South 2-Story Unit and the North Unit.

South 2-Story Unit

The south 2-story unit of 6780 Depot Street is a side-gable mass with parapet walls at each end. They feature a two-step parapet wall with a central, ridge rectangular step. The façade does not appear to retain any materials from its period of construction in the first decade of the 20th-Century. The building is clad in what appears to be a bitumen layer held in place by battens, spaced approximately 2-feet apart vertically. A concrete front porch with low-slope shed roof and concrete porch appears to date from approximately the last 40-years. The fenestration on the façade, as well as on the façade-unit of the building, are dark bronzed, aluminum-frame horizontal sliders. Of similar date, an exterior stairway with a landing and door to the second floor and contemporary office doors and windows on the first floor give the building a contemporary appearance.

Figure 1 (Photography by Yarbrough Architectural Resources 11/3/2023).

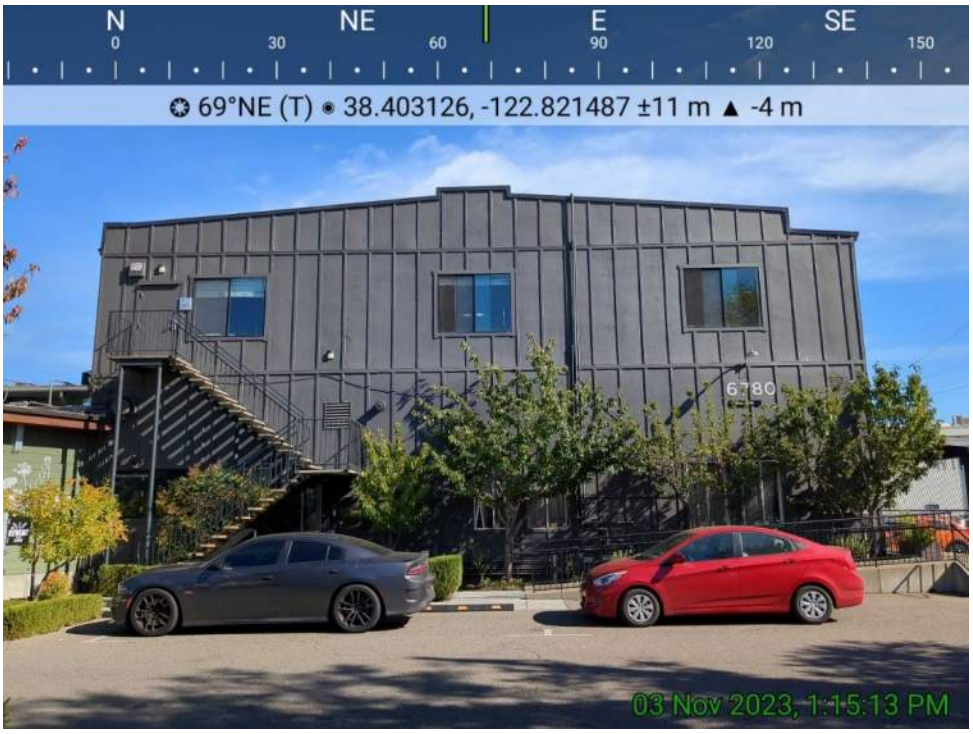


Figure 2 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 3 (Photography by Yarbrough Architectural Resources 11/3/2023).

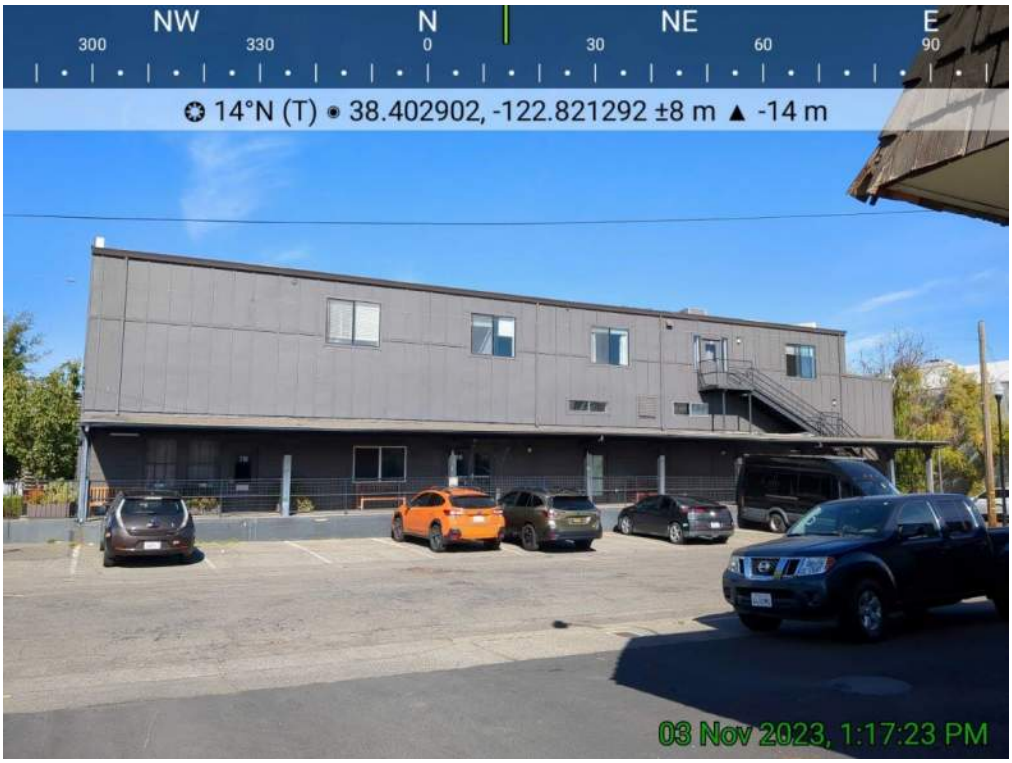


Figure 4 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 5 (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 6 (Photography by Yarbrough Architectural Resources 11/3/2023).

North Unit

The north unit of the building is single-story parapet, gable-front building with side eaves. It is skirted with broad porches on its east, north, and west elevations. Built for storage, the roof and porch roofs are high to accommodate the movement of boxed bottles for loading on railroad freight cars on the east side of the building unit and for truck access on the west elevation. The plan is rectangular with a pushed-out addition on the east elevation at the northeast corner and another on the west elevation at the southwest corner

A secondary façade facing McKinley Street, the north unit presents a gradually sloping parapet wall with a small raised rectangular step at the ridge and flattened corner casts that appear to be a design feature remaining from its period of construction. Between this secondary façade and McKinley Street, the building had a contemporary concrete terrace with seating and modern railing and access features.

Figure 7 View to the southeast (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 8 Note visible solar panels from McKinley Street (Photography by Yarbrough Architectural Resources 11/3/2023).

Figure 9 (Photography by Yarbrough Architectural Resources 11/3/2023)

Figure 10 (Photography by Yarbrough Architectural Resources 11/3/2023)

B6. Construction History: (Construction date, alterations, and date of alterations)

At the time of the 1911 Sanborn Insurance Map both sides of the block where 6780 Depot Street sits included 5-residences, a Roman Catholic Church, and the H. H. Laton finished lumber warehouse and lumber yard.

The fruit processing and canning buildings and railroad spurs that connected them to distant markets were built west of the Laguna de Santa Rosa wetlands between 1903 and 1911, according to Sanborn Fire Insurance maps from those dates. The first railroad warehouses recorded in the area by 1911 were the Italian-Swiss Colony Winery & Distillery, the Central California Canneries Company, and a box-making and warehouse that may have been the Enterprise Bottling Works at 6780 Depot Street. These structures were connected to railroad track spurs from the Western Pacific Railroad line, a company formed in 1903 to compete with the Southern Pacific Railroad monopoly (Western Sonoma County Historical Society 2003).

6780 Depot Street primary unit, now the 2-story façade with front porch, is labeled as a space for "box making" and had a partial deck along the eastern portion of the façade. The front portion is labeled as having wood or post foundations while the rear extension that runs back to McKinley Street had a concrete perimeter wall.

In the center of the 1965 aerial photograph (**Figure 12**), 6780 Depot Street is the building directly above the elongated form of 6782 Sebastopol Avenue. Note that in both this aerial photograph and the view of McKinley Street in **Figure 11**, that an overhead bridge is visible. This may have been a part of an overhead conveyerbelt system. Its presence and a shared address number suggests that 6780 Depot Street was historically connected to operations across the street and to its rear at 6780 McKinley Street, a property clearly labeled Enterprise Bottling Works in the 1911 Sanborn Fire Insurance Map.

Figure 11 1951 at McKinley Street, which runs east-west behind both industrial structures and through the middle of the site. The building with light cladding and gable roof to the left of the cars is 6782 Sebastopol Avenue and the darker building with a hip roof and a conveyor bridge over the street is the real portion of 6780 Depot Street (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

Railroad spurs and access to main lines were increasingly abandoned in the County as products were shipped by truck, a trend that accelerated following World War II.

Figure 12 Aerial photo taken from the east of the subject properties in 1965 (Courtesy of the online photographic archives collections of the Western Sonoma County Historical Society, accessed via the Sonoma County Library).

6780 Depot Street evidences significant changes to fenestration, siding, and use in the latter half of the 20th-Century to the present. These alterations are commonly reflected in "Year Built" dates on parcel reports. 6780 Depot Street's Parcel Report, Parcel #004-750-034-000 provides a Year Built of 1965. 6780 Depot Street shows many alterations to the primary mass facing Depot Street, including late 20th or even early 21st-Century bronzed aluminum sliding tinted windows and exterior mounted concrete and steel stairways with switchback landings, and a shed-roof porch with side wheelchair ramp on contemporary concrete footings.

B10. Significance

Application of the Significance Criteria to 6780 Depot Street

The application of criteria to determine the eligibility of 6780 Depot Street is conducted for the purpose of recommending whether the property is individually significant, as defined by CEQA guidelines. The four CRHR significance criteria closely mirror those of the NRHP and are routinely applied in tandem to one another to evaluate resources subject to CEQA and municipal compliance. The NRHP and CRHR recommendation in this study follow that tandem evaluation approach. NRHP criteria A, B, C & D and CRHR criteria 1, 2, 3 & 4 are jointly considered as Criterion A/1, referring to NRHP Criterion A and CRHR Criterion 1, as follows:

NRHP Criterion A/CRHR Criterion 1 – *Not Recommend as Eligible*

To qualify for listing under Criterion A/1 of the NRHP/CRHR, a resource must be identified with an important event in history. In review of historical documentation of Sebastopol's development and the area where cannery warehouses are present adjacent to rail and road networks, 6780 Depot Street was not found to be mentioned in connection with a significant historical event. Although the extant warehouse was constructed between 1905 and 1911, as shown on Sanborn Fire Insurance maps of those dates, the building is part of a pattern of industrial development in the area that began at the turn of the 20th Century and continued into the 1970s. The property was subject to historical inventory and review, as recorded in the *Western Sonoma County Historic Resources Survey, Volume 2. The City of Sebastopol* (1981; reprinted and revised 2023) and specifically excluded from the list of historical resources listed therein. This Historic Resource Survey included properties with significance due to association with important historical events and associations. The warehouse building and its property are not associated with an important historical event or exceptionally representative of the City's industrial or transportation development. Therefore, this resource is not recommended as eligible to the NRHP under Criterion A nor to the CRHR under Criterion 1.

NRHP Criterion B/CRHR Criterion 2 – *Not Recommend as Eligible*

To qualify for listing under Criterion B/2 of the NRHP/CRHR, a resource must be identified with a person important in history. No individual of historical significance in the history of Sebastopol could be identified with the subject property. The property was considered in the historical inventory and review, as recorded in the *Western Sonoma County Historic Resources Survey, Volume 2. The City of Sebastopol* (1981; reprinted and revised 2023) and specifically excluded from the list of historical resources listed therein. This Historic Resource Survey included properties with significance due to association with an important individual in history. The warehouse building and its property are not associated with an important individual associated with the City's development. Therefore, this resource is not recommended as eligible to the NRHP under Criterion B nor to the CRHR under Criterion 2.

NRHP Criterion C/CRHR Criterion 3 – *Not Recommend as Eligible*

To qualify for listing under Criterion C/3 of the NRHP/CRHR, a resource must be identified with important movements in, or masters of, design and construction or as representative of an historically significant architectural type. This resource is illustrative of a railroad warehouse type that was well established in the California by the 1920s and does not represent innovation or mastery in design or construction. Therefore, this resource is not recommended as eligible to the NRHP under Criterion C nor to the CRHR under Criterion 3.

NRHP Criterion D/CRHR Criterion 4– *Not Recommend as Eligible* (Archaeological Resources not considered herein)

To qualify for listing under Criterion D/4 of the NRHP/CRHR, a resource must have yielded or be likely to yield information important to prehistory or history. This study does not include the consideration of archaeological resources or of prehistory. However, as a built-environment or above-ground resource, the subject warehouse is a common structural form and does not embody information that may answer an unresolved historical question regarding design, construction, or history. Built forms of this type are well documented in current scholarship of building engineering and technology. Therefore, this resource is not recommended as eligible to the NRHP under Criterion D nor to the CRHR under Criterion 4.

Period of Significance

Only properties that are recommended as individually eligible under at least one of the above criteria are historically significant and, therefore, capable of having a period of significance. Individually, this property, consisting of a parcel with a railroad warehouse, is not recommended as eligible to the NRHP or CRHR. Although the warehouse was built sometime in the first decade of the 20th-Century, the property is recommended as ineligible under any NRHP and CRHR criteria in the section above and, therefore, has no historical significance that can be associated with a certain historical period.

Historical Integrity Assessment

The Department of Interior, National Park Service recognizes seven aspects of historical integrity, that of location, setting, design, workmanship, materials, feeling, and association. Only NRHP- or CRHR-eligible properties have features that require retention to convey that significance. 6780 Depot Street is not recommended as significant against NRHP and CRHR criteria A/1, B/2, C/3, or, excluding archaeological evaluation, D/4. Therefore, the property does not possess character-defining features which would otherwise be associated with its significance.

B12. References:

California Public Law (website)

2023 CA Pub Res Code Section 5020.1 website https://california.public.law/codes/ca_pub_res_code_section_5020.1, accessed 10/30/2023.

Fletcher, Francis.

1637 *"The world encompassed by Sir Francis Drake, being his next voyage to that to Nombre de Dios formerly imprinted; carefully collected out of the notes of Master Francis Fletcher, preacher in this imployment, and diuers others his followers in the same; offered now at last to publique view ..."* [sic] *Sir Francis Drake.*

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1962 *Wild Oats in Eden: Sonoma County in the 19th Century*. Self-published, Kenwood, California.

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1981 *Site Record for CA-SCR-187/H, P-44-000189*. Submitted to the Northwest Information Center.

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2007 Punctuated Culture Change in the San Francisco Bay Area. In *California Prehistory: Colonization, Culture, and Complexity*, edited by T.L. Jones, and K.A. Klar, pp. 99-123. Altamira Press, New York.

Morgan, C

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Sebastopol, City of (emails)

2023 Yarbrough Architectural Resources to , Senior Planner, Planning and Community Development Department. November 3, 2023.

Sonoma County (website)

2023 Laguna de Santa Rosa page at sonomacounty.com. Accessed November 27, 2023.

Western Sonoma County Historical Society

2003 *Sebastopol*. Images of America series, Acadia Publishing, San Francisco, California.

2011 *Sebastopol's Gravenstein Apple Industry*. Images of America series. Acadia Publishing, San Francisco, California.

Yarbrough Architectural Resources

2023 *Cultural Landscape Report: At Crossover Road, Olema Bolinas Road & California State Route 1*. Bolinas Lagoon Wye Welands Resiliency Project, Marin County Parks, Marin County, California. November 2023.

Appendix B: Property and Ownership Records

Parcel Report

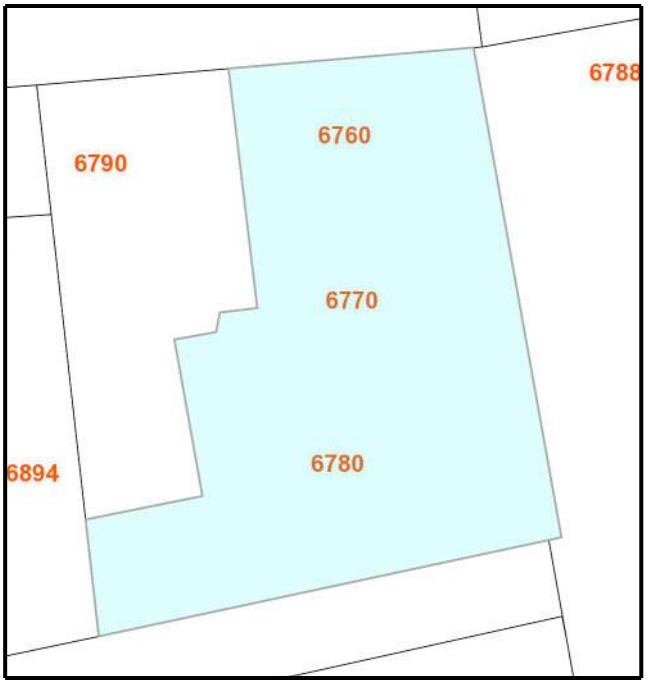
Parcel #: 004-750-034

County Assessor Information

12/1/2023 11:25:03 AM

Situs Address: 6780 DEPOT ST

Situs CSZ: SEBASTOPOL, CA 95472



Land Use: MISC MULTIPLE USE/NO DOMI

Tax Area: 005014

Jurisdiction: SEBASTOPOL

Recording#: 2016R104809

Rec Date: 11/10/2016

Land Value: $1,032,295

Improvements: $1,339,130

Owner Exempt: $0

Subdivision:

Commercial Units:

Residential Units:

Bedrooms:

Bathrooms:

Main Bldg SqFt: 23,563

Year Built: 1965

Lot Acres: 0.90

GIS Calculated Information

Lot Acres: 0.90

Census Tract: 153406

Census Block: 1015

Latitude: 38.4033

Longitude: -122.8213

Local Information

Zoning Code: CM

General Plan Code: LI

Parcel Report

Parcel #: 004-750-030

County Assessor Information

12/1/2023 11:23:08 AM

Situs Address: 6782 SEBASTOPOL AVE

Situs CSZ: SEBASTOPOL, CA 95472

Land Use: MISC MULTIPLE USE/NO DOMI

Tax Area: 005014

Jurisdiction: SEBASTOPOL

Recording#: 2016R104818

Rec Date: 11/10/2016

Land Value: $1,409,293

Improvements: $1,830,819

Owner Exempt: $0

Subdivision:

Commercial Units:

Residential Units:

Bedrooms:

Bathrooms:

Main Bldg SqFt: 31,571

Year Built: 1953

Lot Acres: 1.23

GIS Calculated Information

Lot Acres: 1.23

Census Tract: 153406

Census Block: 1015

Latitude: 38.4032

Longitude: -122.8207

Local Information

Zoning Code: CM

General Plan Code: LI

COUNTY ASSESSOR'S PARCEL MAP

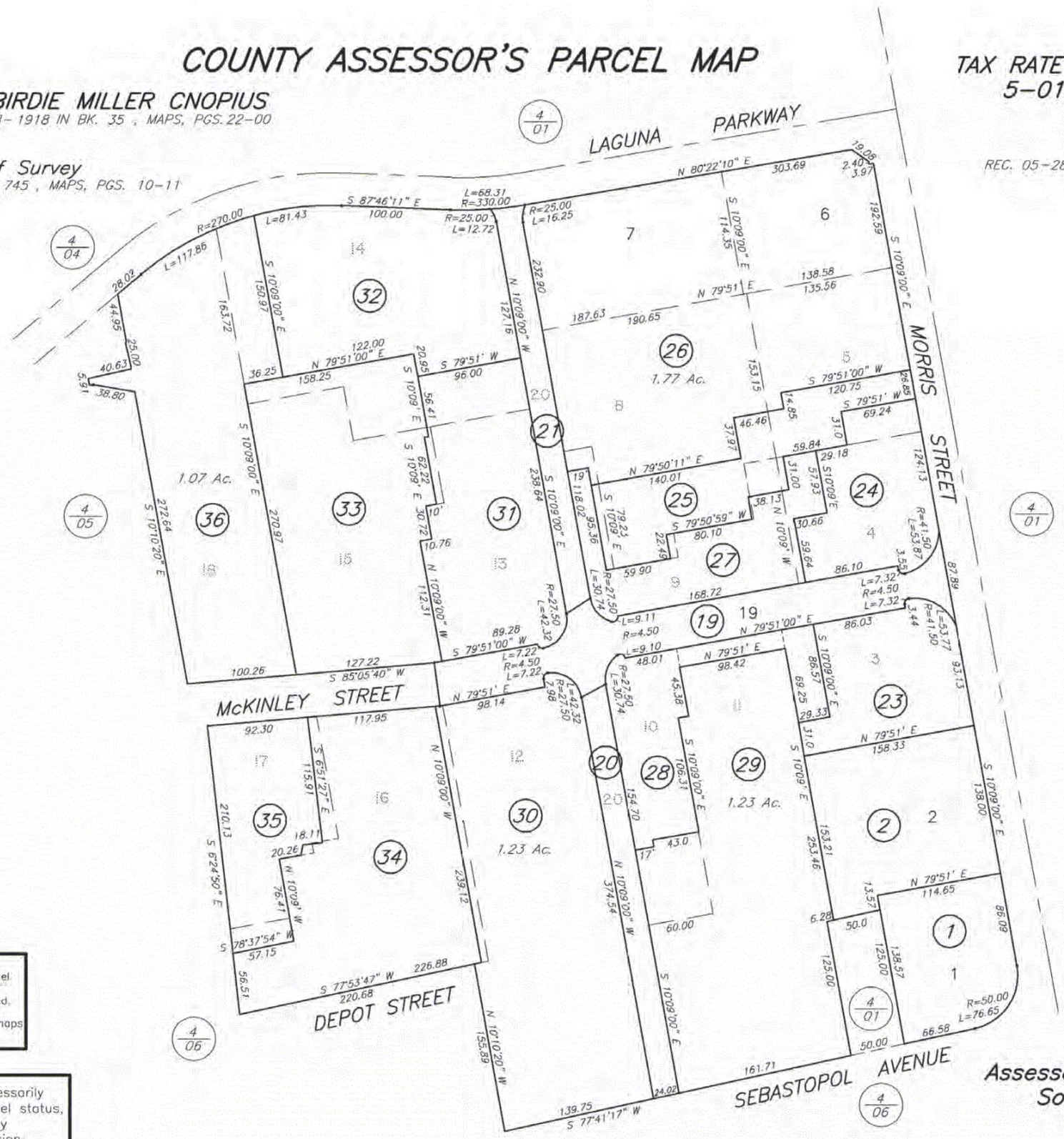
TAX RATE AREA 5-014

004-75

Ptn of BIRDIE MILLER CNOPIUS
REC. 08-28-1918 IN BK. 35 , MAPS, PGS. 22-00

Record of Survey
REC. 04-07-2011 IN BK. 745 , MAPS, PGS. 10-11

Record of Survey
REC. 05-28-2013 IN BK. 757 , MAPS, PGS. 43/44



SCALE: 1"=100'

REVISED
08-06-12=21-KB
09-17-12=22-KB
10-24-12=36-KB
11-20-13=R/S-KB

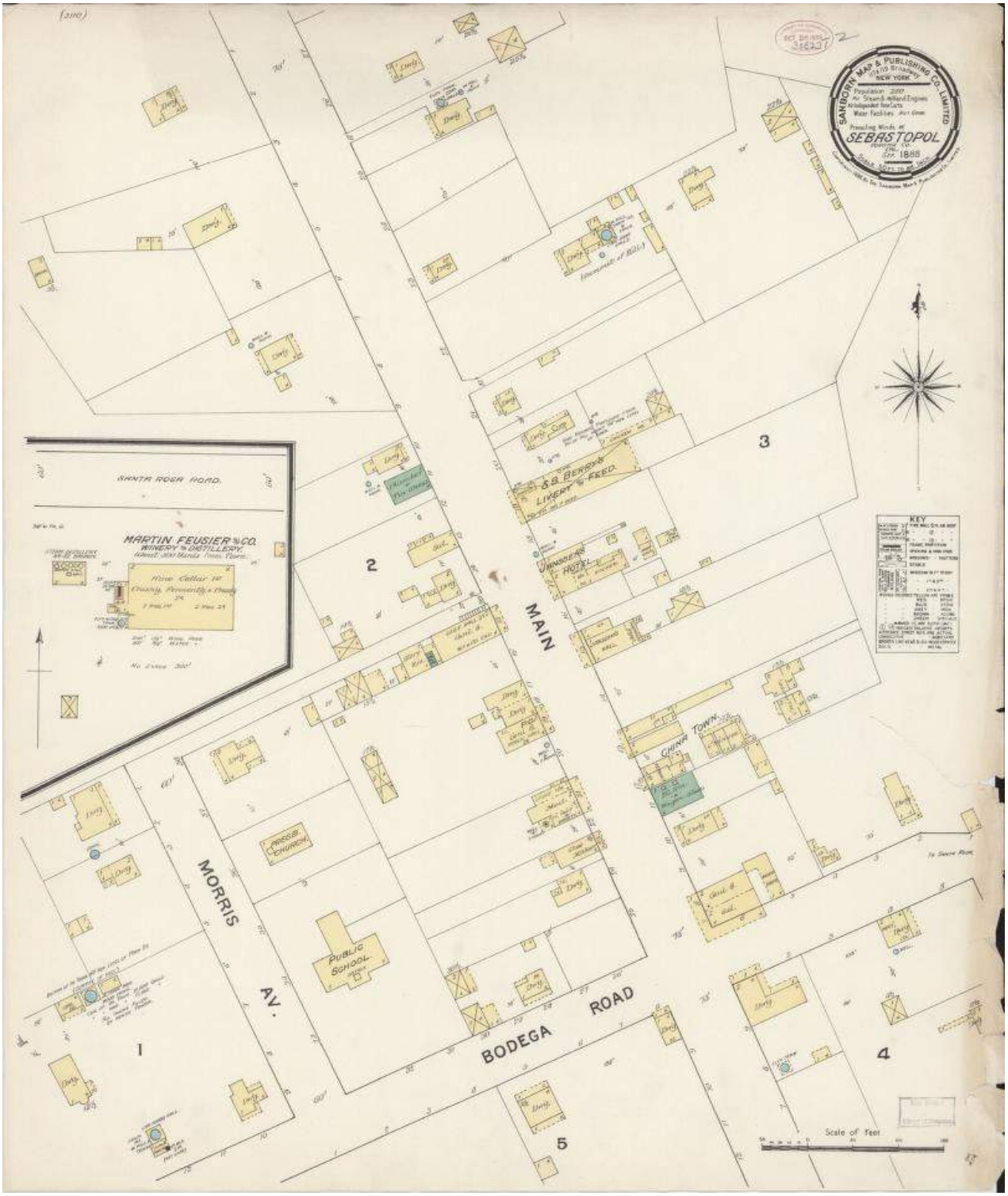
NOTE: This map was prepared for Assessment purposes only and does not indicate either parcel legality or a valid building site. No liability is assumed for the accuracy of the data delineated. The acreages are based on the information supplied to the Assessor (i.e. recorded survey maps recorded deeds, prior assessment maps, etc.)

NOTE: Assessor's parcels do not necessarily constitute legal lots. To verify legal parcel status, check with the appropriate city or county community development or planning division.

Assessor's Map Bk. 004, Pg. 75
Sonoma County, Calif. (ACAD)

KEY 8-6-12=21 KB

Appendix C: Sanborn Fire Insurance and Plat Maps and Aerial Photographs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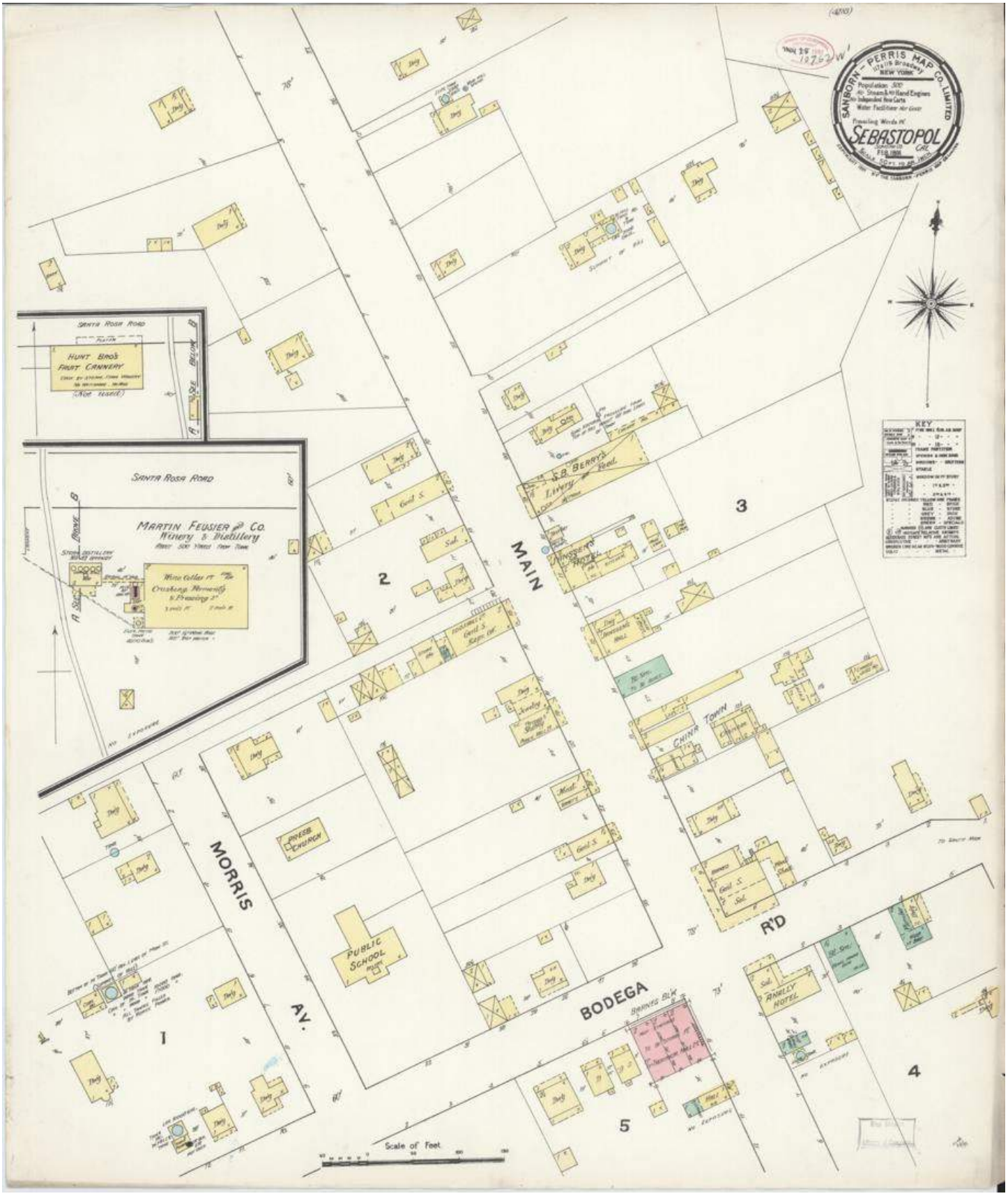
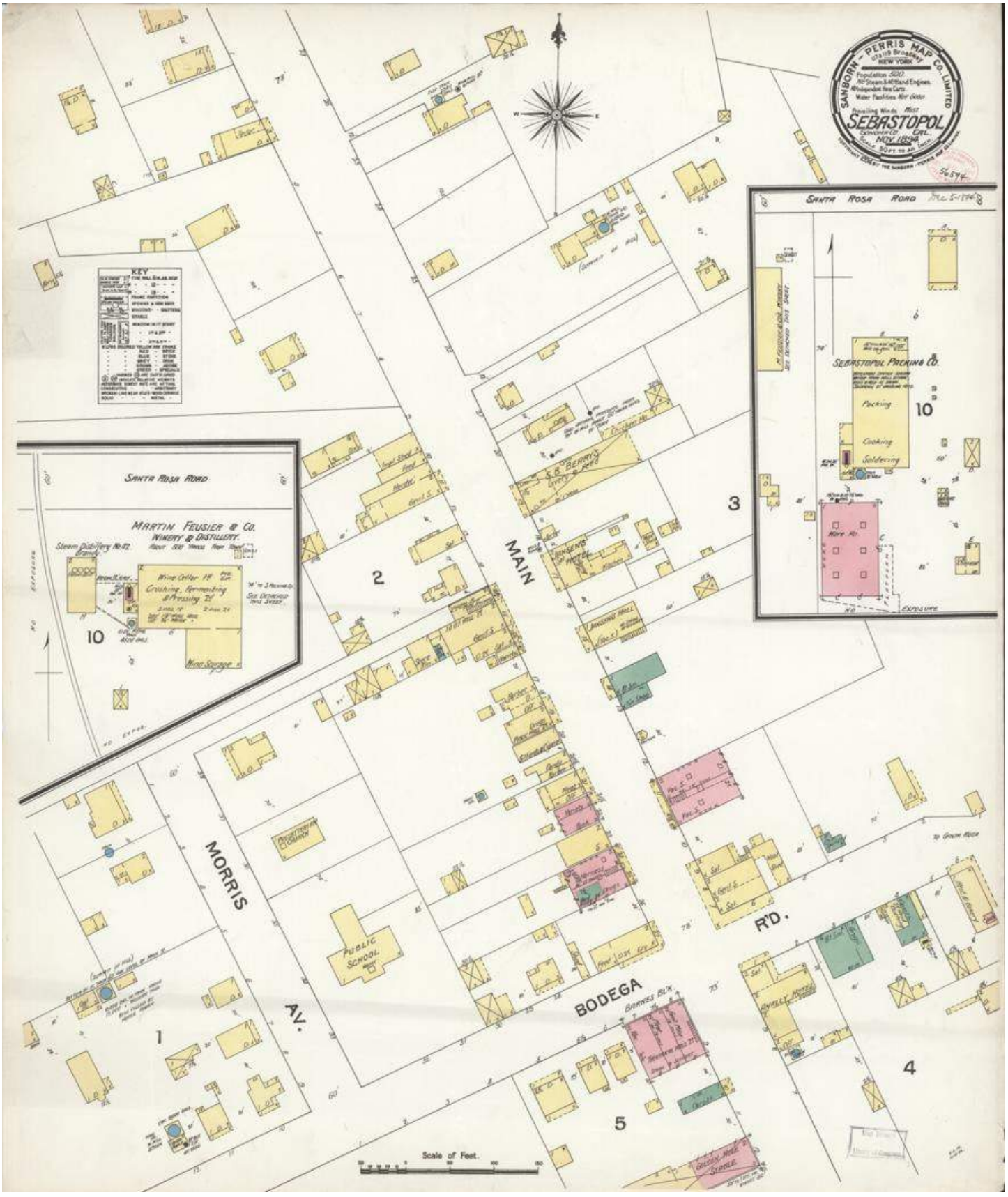
SEBASTOPOL
SANTA ROSA ROAD.
MARTIN FEUSIER & CO.
WINERY & DISTILLERY.
Wine Cellar 16'
S.B. BERRY'S
LIVERY & FEED
UNDERHILL HOTEL
CHINA TOWN
MAIN
MORRIS AV.
BODEGA ROAD
PRESB. CHURCH
PUBLIC SCHOOL
KEY
Scale of Feet
1
2
3
4
5


SANBORN-PERRIS MAP CO. LIMITED
SEBASTOPOL
CAL.
SANTA ROSA ROAD
HUNT BROS FRUIT CANNERY
MARTIN FEUSIER & CO.
Winery & Distillery
MAIN
MORRIS
AV.
BODEGA
R'D
CHINA TOWN
PUBLIC SCHOOL
PRESB. CHURCH
ANNELY HOTEL
KEY
Scale of Feet
1
2
3
4
5


SANBORN - PERRIS MAP CO. LIMITED
SEBASTOPOL
NOV 1894
KEY
SANTA ROSA ROAD
MARTIN FEUSIER & CO.
WINERY & DISTILLERY.
SEBASTOPOL PACKING CO.
Packing
Cooking
Soldering
MAIN
MORRIS
AV.
BODEGA
R'D.
PUBLIC SCHOOL
Scale of Feet.
1
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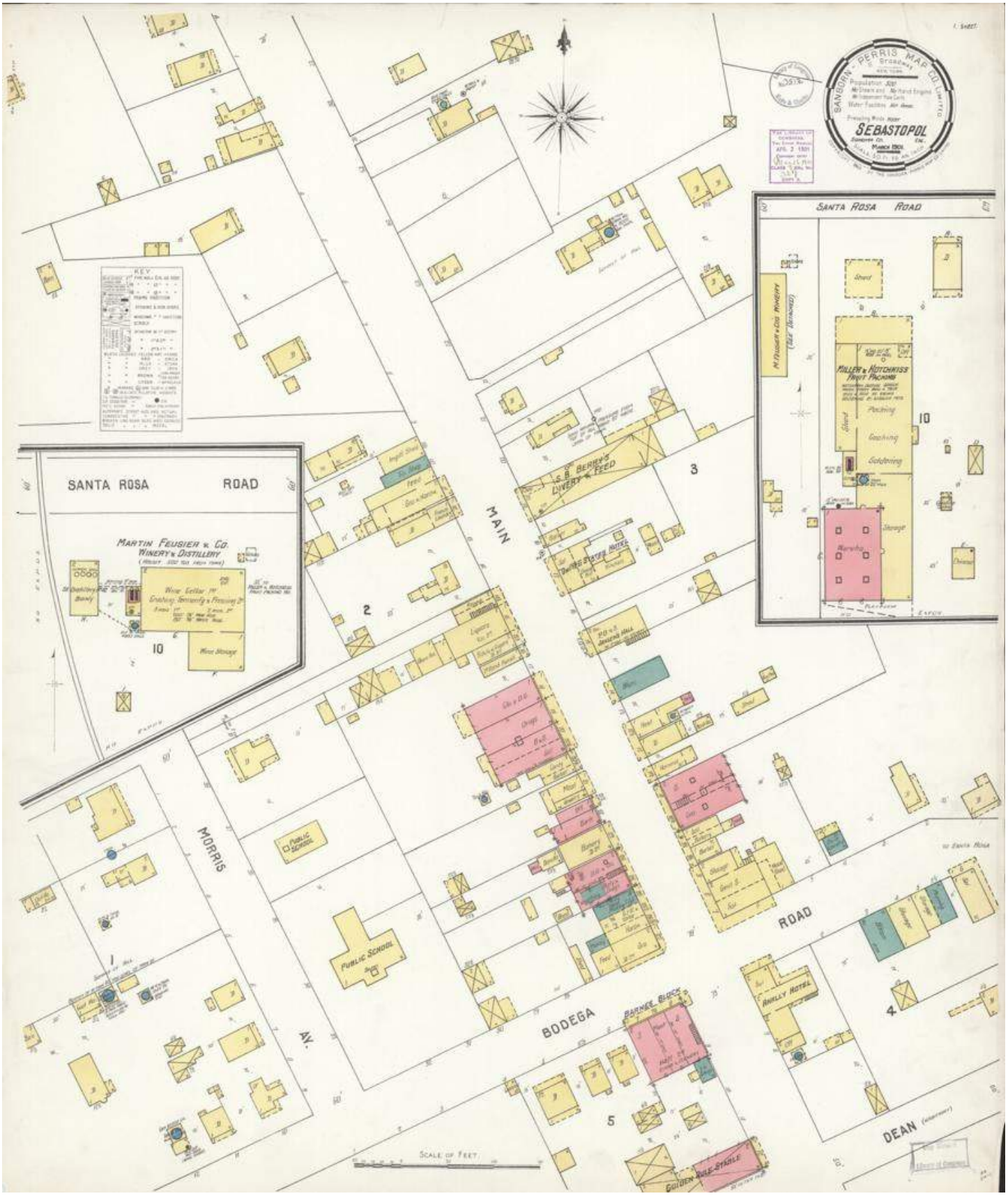
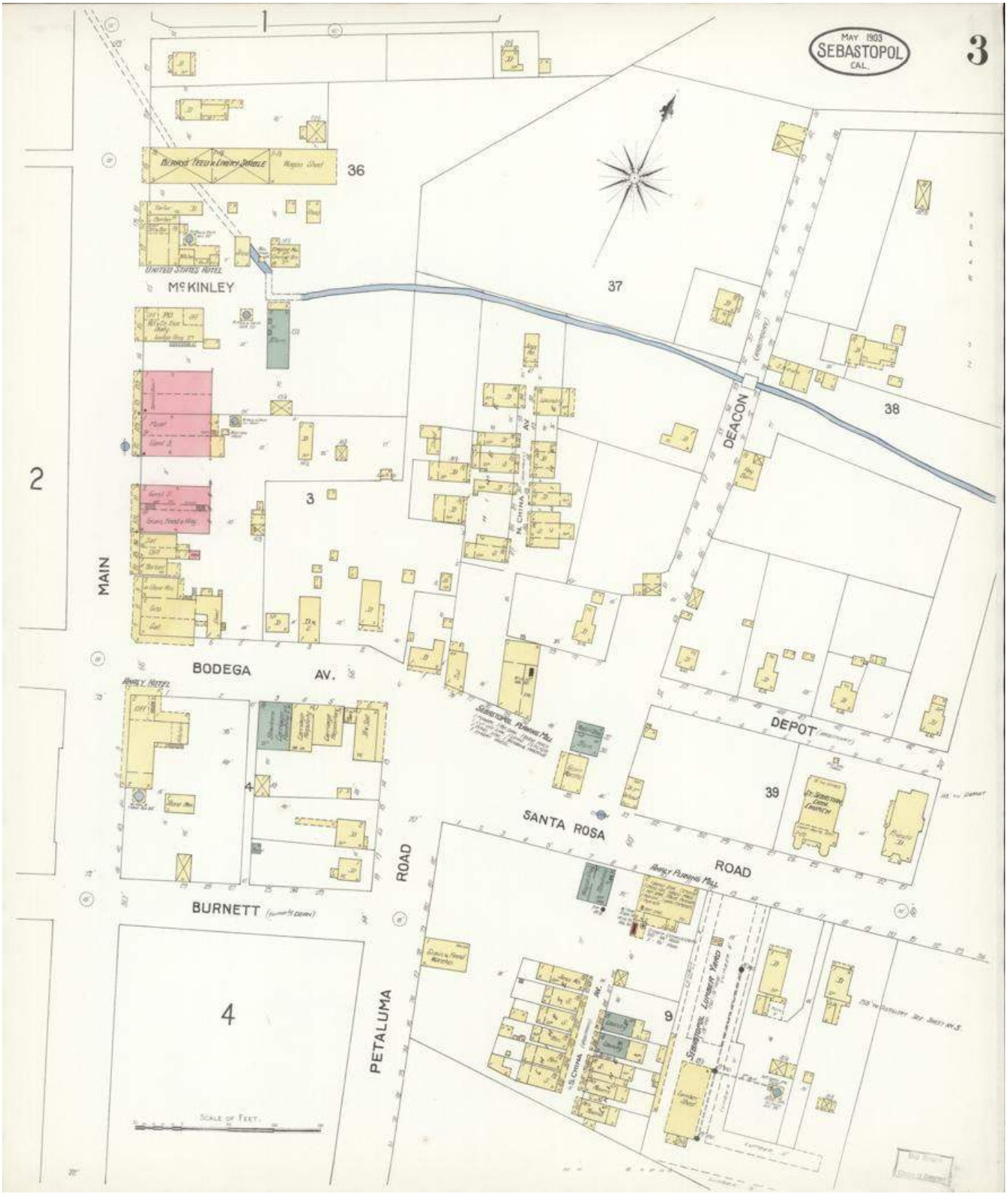
4
5
10


SANBORN-PERRIS MAP CO. LIMITED
SEBASTOPOL
SANTA ROSA ROAD
MARTIN FEUSIER & CO.
WINERY & DISTILLERY
MILLER & HOTCHKISS
FRUIT PACKING
L.S.B. BERRY'S
LIVERY & FEED
MAIN
MORRIS
AV.
BODEGA
ROAD
PUBLIC SCHOOL
BARNES BLOCK
ANILLY HOTEL
DEAN
SCALE OF FEET
GOLDEN RULE STABLE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ROAD
SANTA ROSA
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DEACON
N. CHINA
AV.
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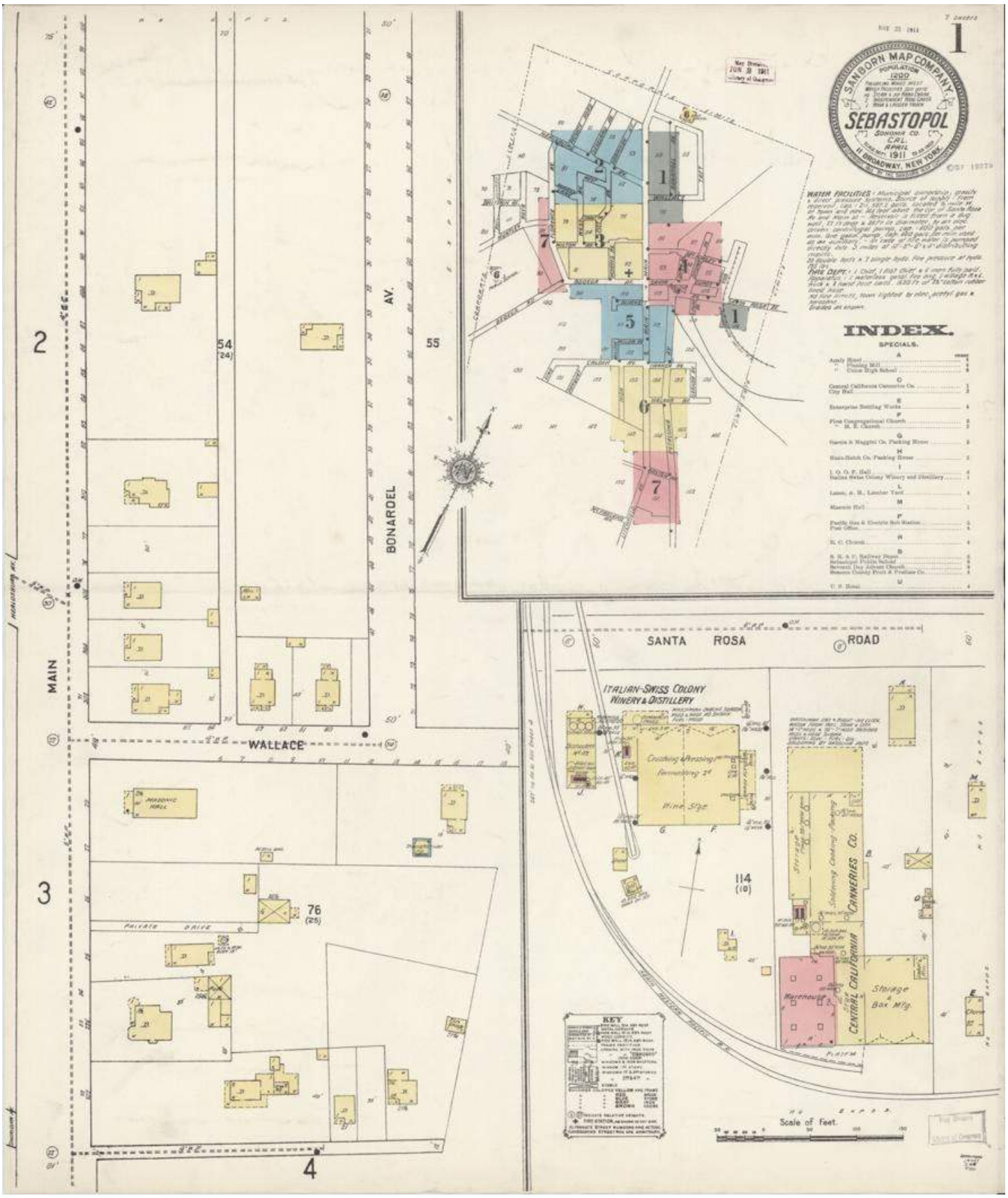
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WALLACE
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ITALIAN-SWISS COLONY
WINERY & DISTILLERY
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Scale of Feet.
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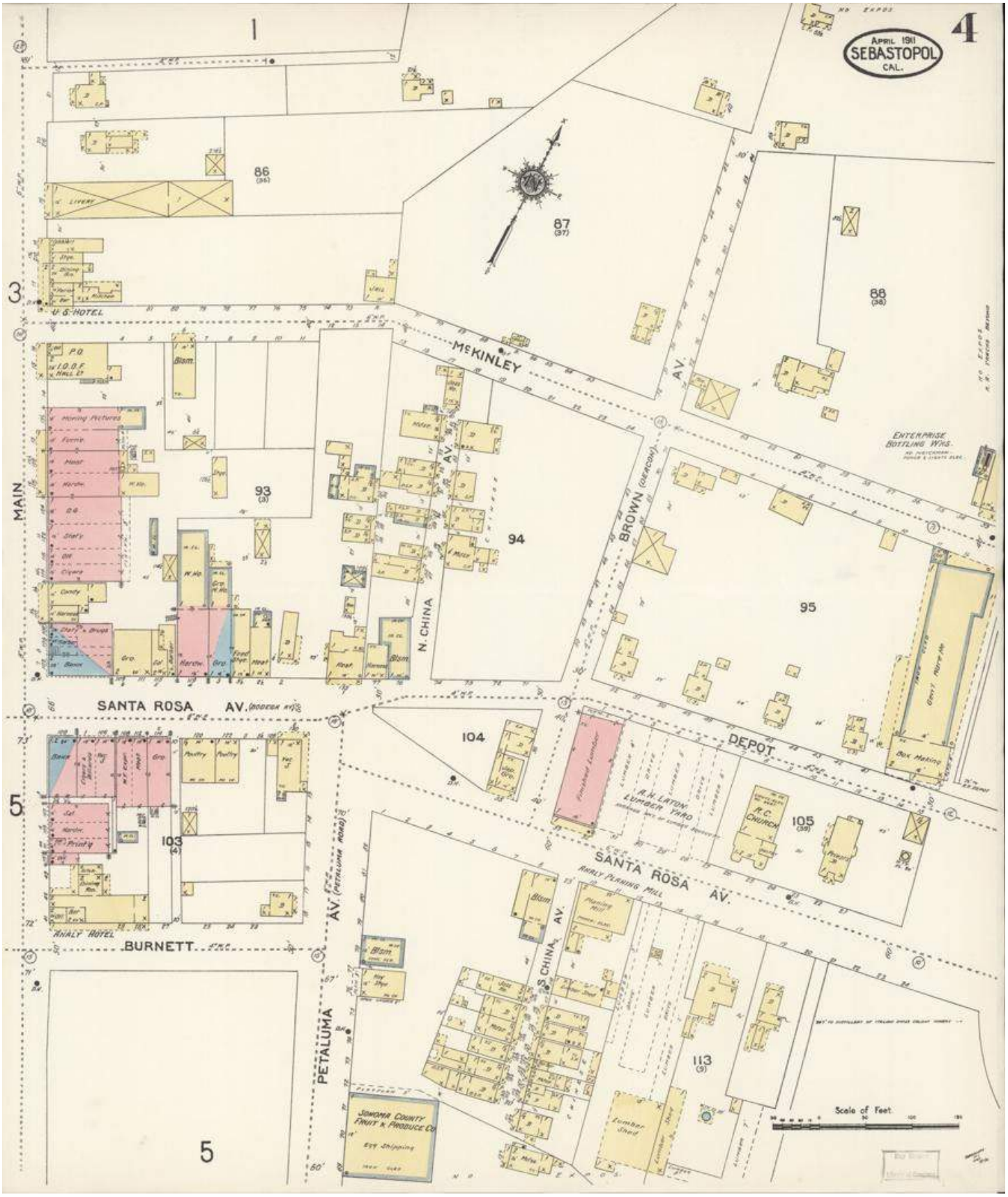
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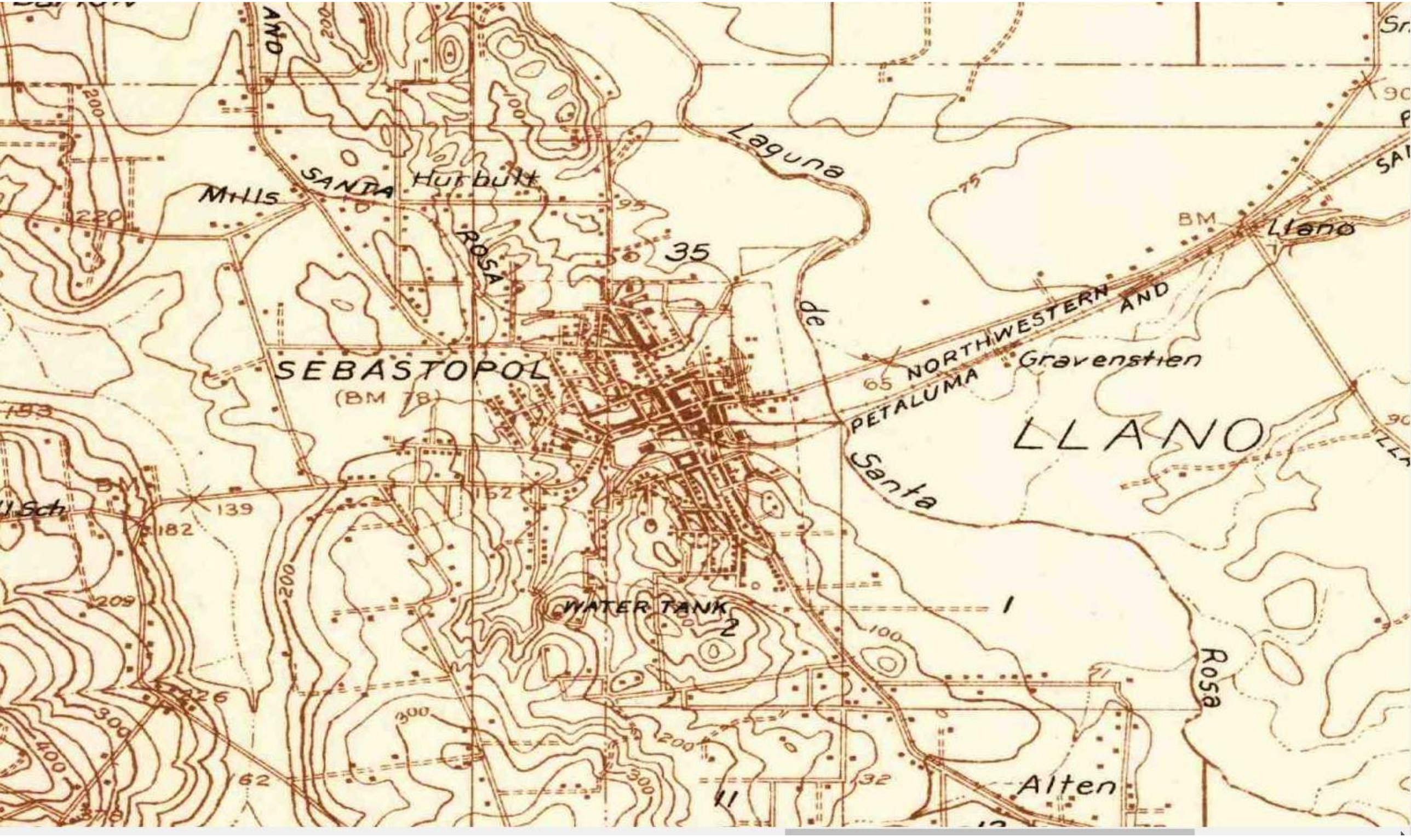
BROWN (DEACON)
N. CHINA
S. CHINA
SANTA ROSA AV.
DEPOT
PETALUMA AV. (PETALUMA ROAD)
BURNETT
U. S. HOTEL
ENTERPRISE BOTTLING WKS.
R. H. LATON LUMBER YARD
R. C. CHURCH
SONOMA COUNTY FRUIT & PRODUCE CO.
Scale of Feet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SANTA ROSA
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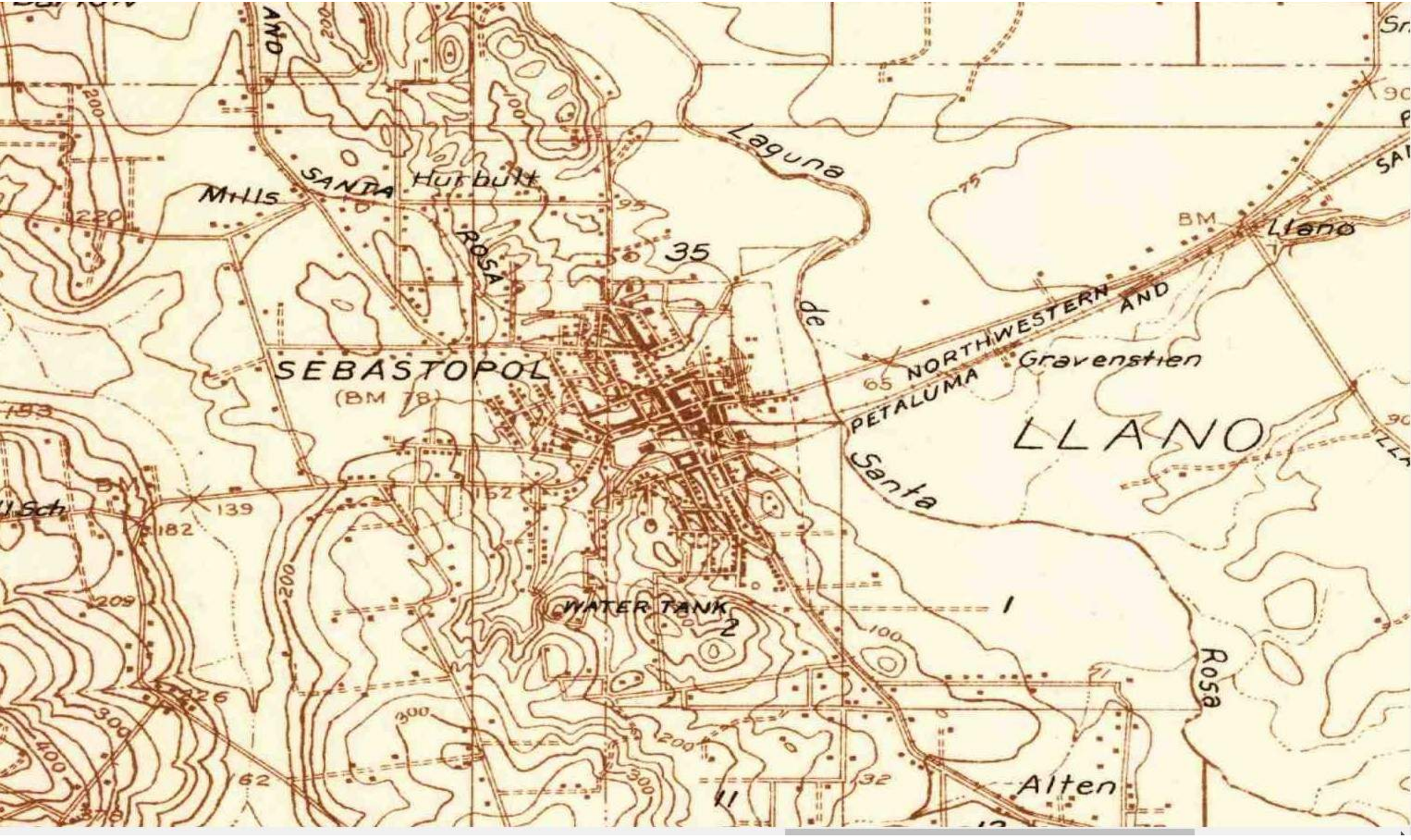
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LLANO
WATER TANK
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BM 102
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Wes
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GRAVENSTEIN
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Tank
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Pinecrest Sch
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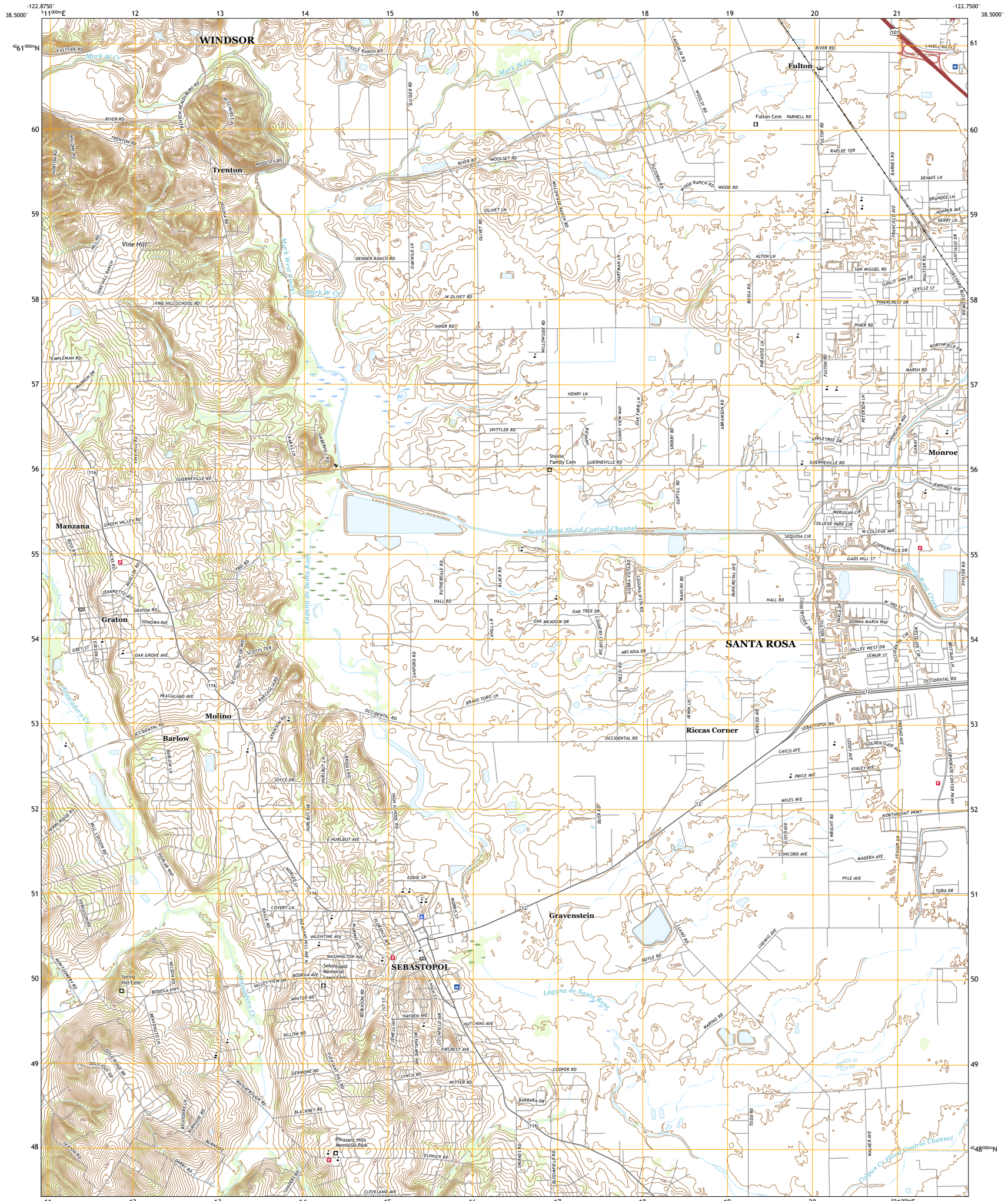
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

SEBASTOPOL QUADRANGLE
CALIFORNIA - SONOMA COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 10S

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery	NAIP,	June 2016 - October 2016
Roads	U.S. Census Bureau,	2016
Names	GNIS,	1981 - 2018
Hydrography	National Hydrography Dataset,	2003
Contours	National Elevation Dataset,	2017
Boundaries	Multiple sources; see metadata file	2016 - 2017
Public Land Survey System	BLM,	2018
Wetlands	FWS National Wetlands Inventory	1972 - 1985

MN
GN
0°7'
2 MILS
13°45'
244 MILS
UTM GRID AND 2017 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
EH
Grid Zone Designation
10S

SCALE 1:24 000
1 0.5 0 KILOMETERS 1 2
1000 500 0 METERS 1000 2000
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MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the
National Geospatial Program US Topo Product Standard, 2011.
A metadata file associated with this product is draft version 0.6.18

QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1 Guerneville
2 Healdsburg
3 Mark West Springs
4 Camp Meeker
5 Santa Rosa
6 Valley Ford
7 Two Rock
8 Cotati
ADJOINING QUADRANGLES

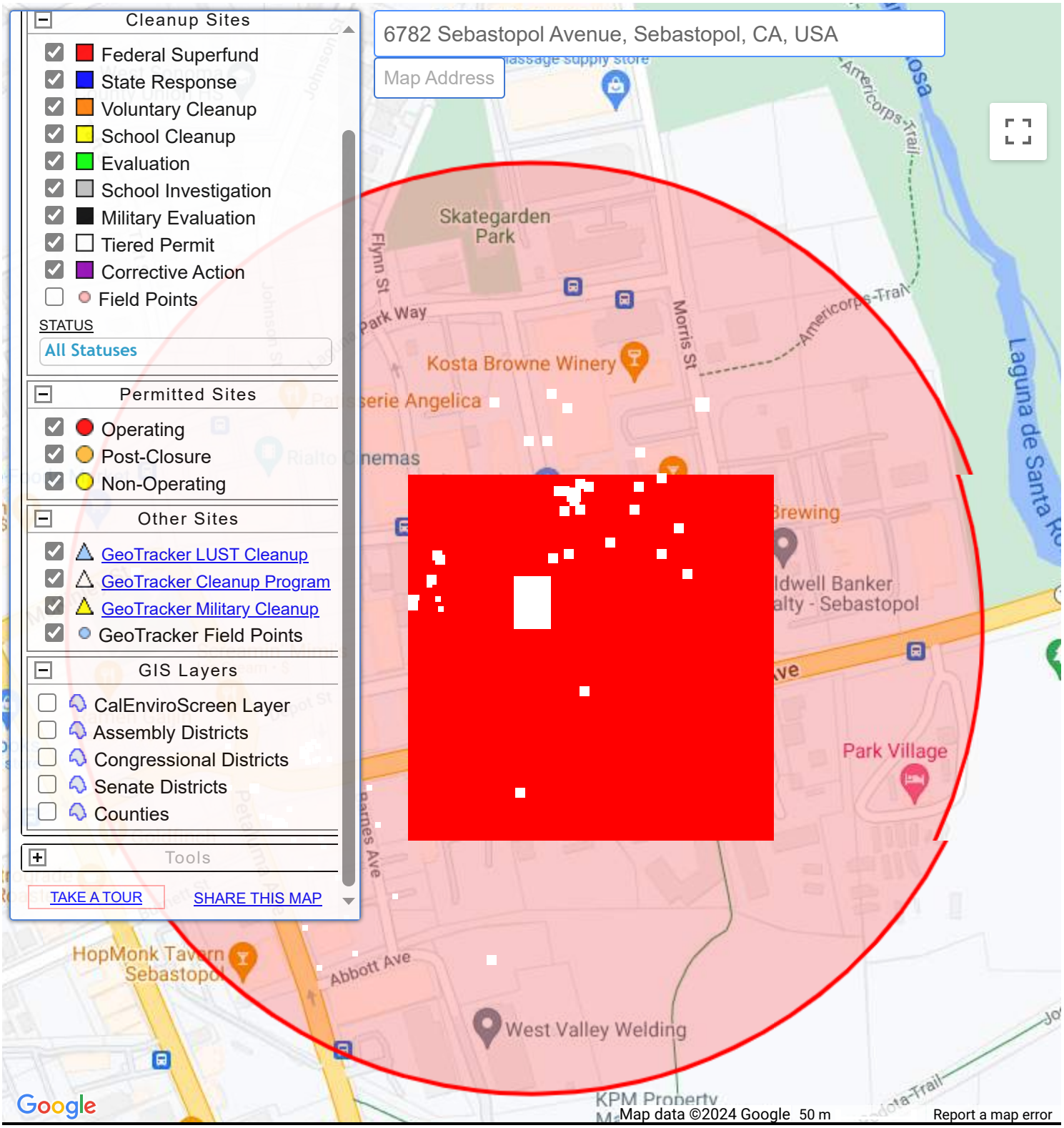
ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

SEBASTOPOL, CA
2018

7643016357739
NSN 7643016357739
NGA REF NO. USGSX24K404007

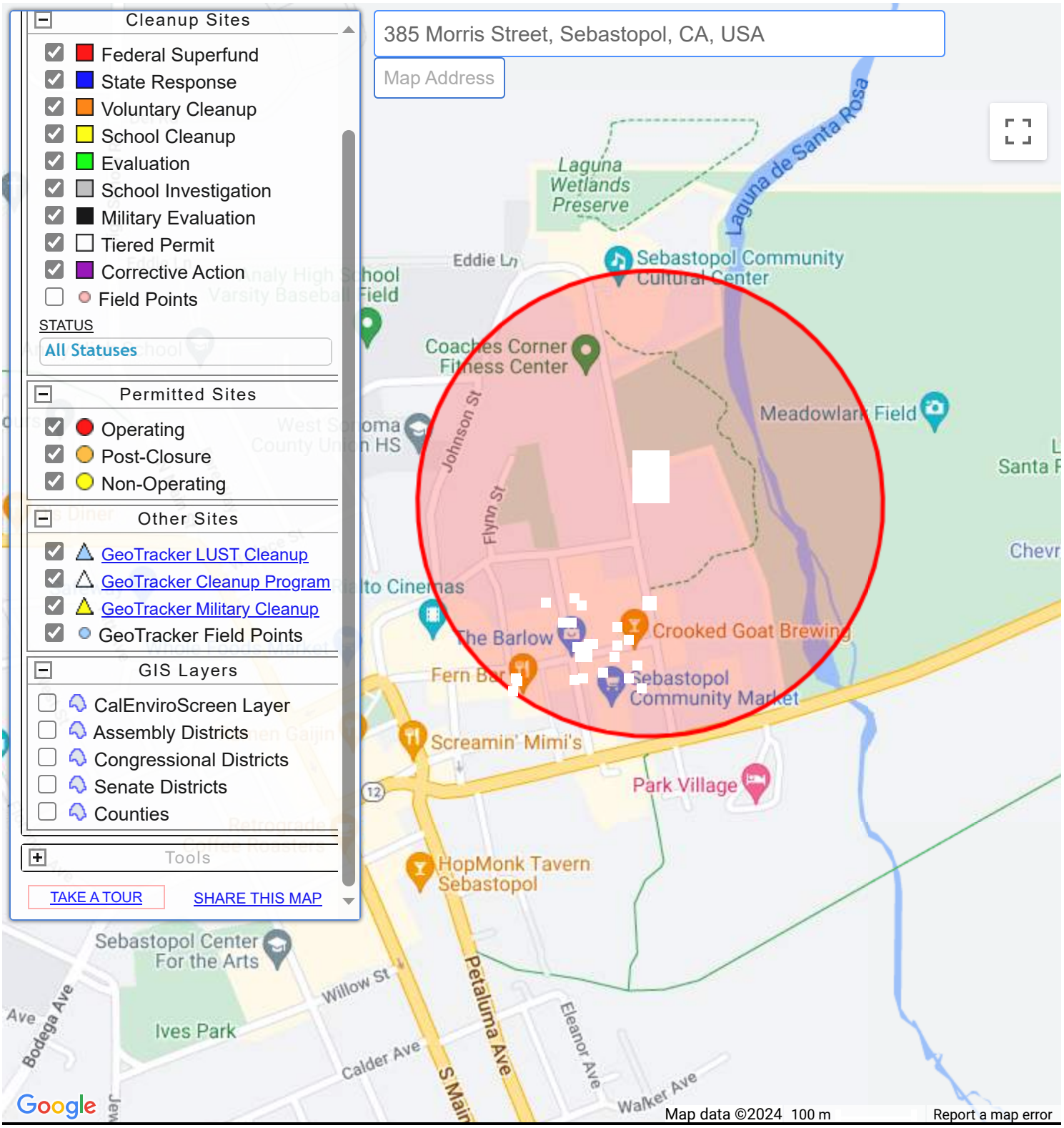
Appendix E

DTSC EnviroStor SWRCB GeoTracker Database Search Results



SITES FOUND IN SEARCH RADIUS — 0 SITES LISTED — EXPORT THIS LIST TO EXCEL

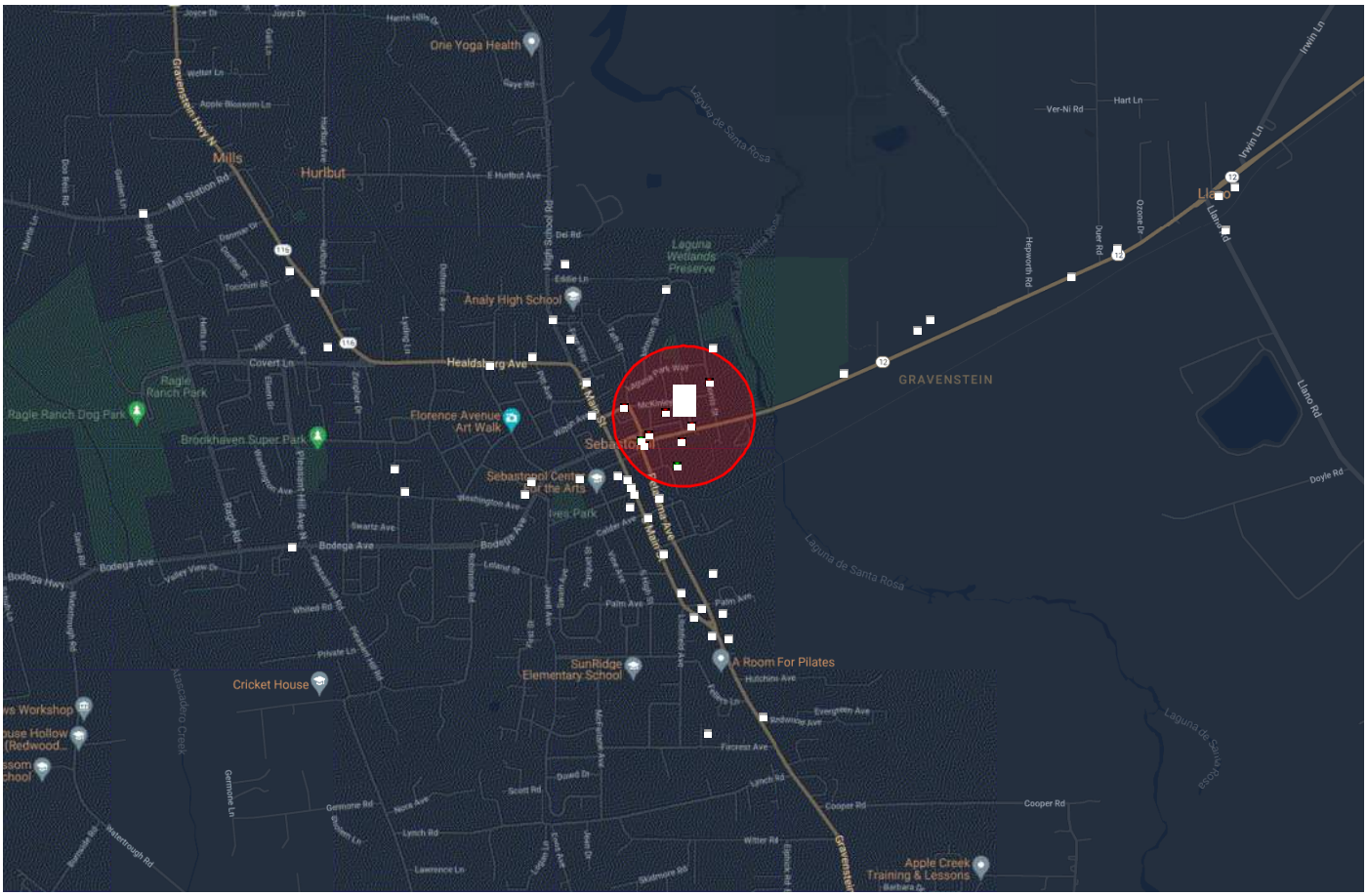
PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY



SITES FOUND IN SEARCH RADIUS — 0 SITES LISTED — EXPORT THIS LIST TO EXCEL

PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY

GeoTracker Search for a Project 6782 Sebastopol Avenue, Sebastopol, CA, USA Home Download Data Tools Contact Us



LEGEND - CHOOSE MORE SITES
- LUST Cleanup Sites - REMOVE
- Cleanup Program Sites - REMOVE
- Military Cleanup Sites - REMOVE
- Military Privatized Sites - REMOVE
- Military UST Sites - REMOVE

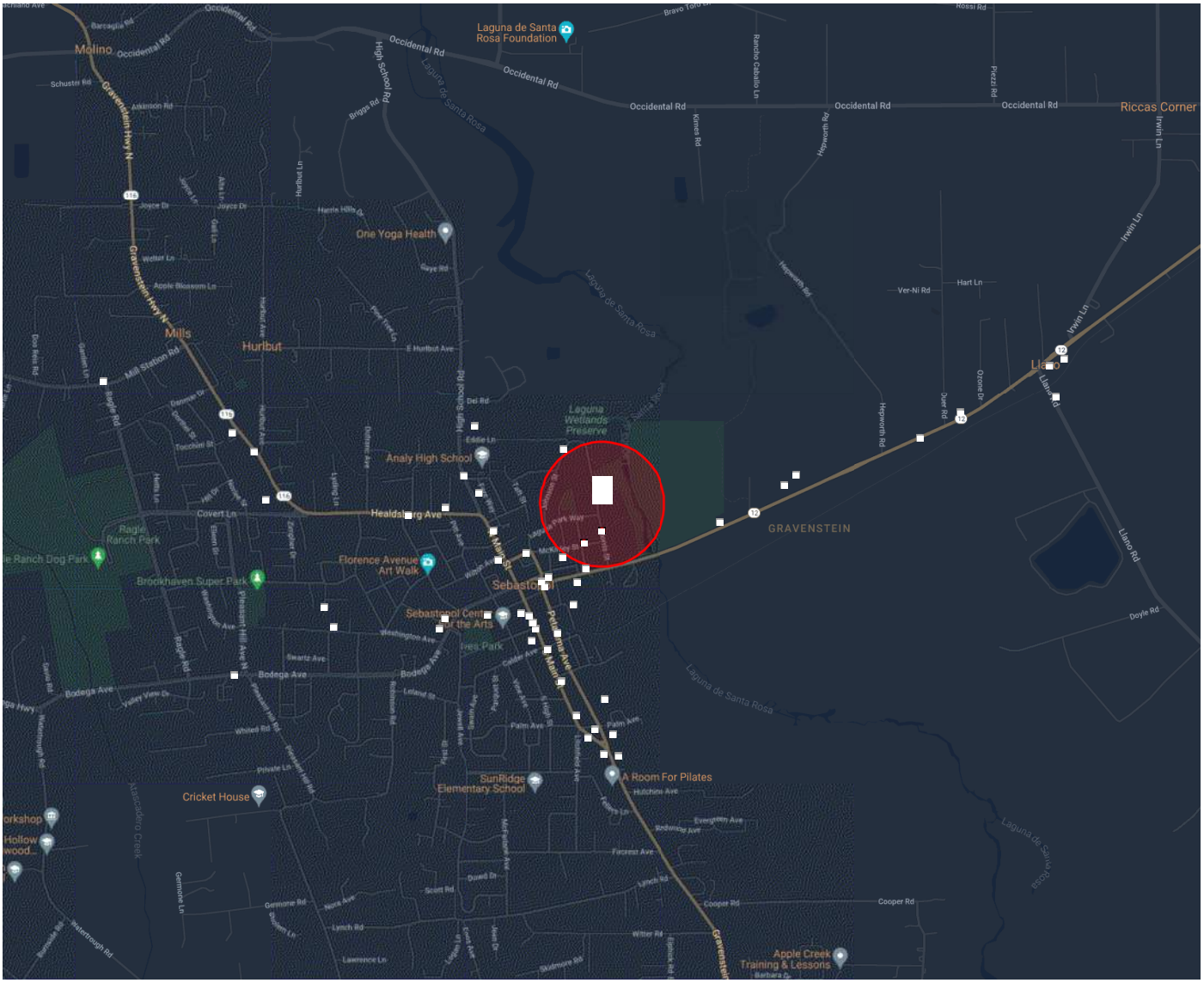
☒ Signifies a Closed Site

SITES VISIBLE ON MAP - CHOOSE FIELDS

SITE NAME	STATUS
BARLOW COMPANY	COMPLETED - CASE CLOSED
C & W FORD	COMPLETED - CASE CLOSED
GRAVENSTEIN STATION	COMPLETED - CASE CLOSED
PELLINI CHEVROLET	COMPLETED - CASE CLOSED
R & S TRUCKING / CHEVRON	COMPLETED - CASE CLOSED
R & S TRUCKING/CHEVRON	COMPLETED - CASE CLOSED
SEBASTOPOL CO-OP	COMPLETED - CASE CLOSED
SEBASTOPOL SEWER PUMP STA	COMPLETED - CASE CLOSED
SEBASTOPOL WELL #4	COMPLETED - CASE CLOSED
SEBASTOPOL WELL #5	COMPLETED - CASE CLOSED
SEBASTOPOL, CITY OF	COMPLETED - CASE CLOSED
WYATT'S TIRE SERVICE	COMPLETED - CASE CLOSED

Map data ©2024 200 m

Sites Shown on Map: 12 Total Sites 0 Open Sites 12 Closed Sites 4 Sites w/Water Quality Data



LEGEND - CHOOSE MORE SITES
- LUST Cleanup Sites - REMOVE
- Cleanup Program Sites - REMOVE
- Military Cleanup Sites - REMOVE
- Military Privatized Sites - REMOVE
- Military UST Sites - REMOVE

☒ Signifies a Closed Site

SITES VISIBLE ON MAP - CHOOSE FIELDS

SITE NAME	STATUS
BARLOW COMPANY	COMPLETED - CASE CLOSED
SEBASTOPOL READY MIX	COMPLETED - CASE CLOSED
SEBASTOPOL SEWER PUMP STA	COMPLETED - CASE CLOSED

Map data ©2024 200 m

Sites Shown on Map: 5 Total Sites 0 Open Sites 5 Closed Sites 1 Sites w/Water Quality Data

Appendix F

Barlow Hotel Project CEQA Transportation Assessment

FEHR PEERS

Memorandum

Date: June 20, 2024

To: Terri Avila, ESA and Tina Wallis, Law Offices of Tina Wallis

From: Purva Kapshikar and Ian Barnes, PE, Fehr & Peers

Subject: Barlow Hotel Project CEQA Transportation Assessment

WC24-4072

Fehr & Peers completed a CEQA vehicle miles traveled (VMT) assessment and CEQA multimodal assessment of the Barlow Hotel project. The proposed project includes an 83-room hotel structure with a restaurant, two bars, retail, a spa, a gym, meeting rooms, and a rooftop pool at the Barlow site in downtown Sebastopol and an associated off-site 242-space partially valet-operated parking lot on Morris Street. The VMT analysis includes two discrete VMT analyses:

- An analysis of countywide VMT change using the Sonoma County Transportation Authority (SCTA) travel demand model
- A GIS and Big Data-based analysis of net change in VMT considering other hotel uses in the nearby area and travel distances beyond the Sonoma County boundary

The CEQA multimodal analysis includes a review of the project's effects on the pedestrian, bicycle, public transit, and emergency vehicle access modes, as well as a review of the site plan for site access and circulation.

The remainder of this memorandum outlines the assumptions, methods, and outcomes of the analyses described.

CEQA Vehicle Miles Traveled Analysis

Senate Bill 743 (Steinberg 2013) instructed the State Office of Planning and Research (OPR) to update CEQA Guidelines to eliminate congestion-based analysis (such as level of service analysis) from CEQA Transportation analysis and replace it with a new metric (vehicle miles traveled, or VMT). The intent of SB 743 was to encourage infill development, promote healthier communities through active transportation (e.g., walking and bicycling), and align CEQA Transportation analysis to aid California in meeting greenhouse gas reduction targets set by other pieces of legislation (i.e., AB 32). Ultimately, SB 743 shifted CEQA transportation analysis from measuring the effects of

a project on drivers, to measuring the environmental effects of driving generated by a project. Adopted in December 2018, Section 15064.3 of the CEQA Guidelines notes that VMT is the most appropriate metric for the analysis of impacts in the Transportation section of CEQA documents.

VMT measures the amount of driving a project generates. For example, a project generating 100 total (inbound and outbound) vehicle trips per day which travel an average of 5 miles per trip results in 500 project-generated VMT per day. VMT has historically been used in CEQA as an input for the Air Quality and Greenhouse Gas sections, but VMT can also be used to show how efficient the connection between the transportation system and existing or proposed land uses is.

The State Office of Planning and Research provided guidance in its *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) as to how the analysis of VMT could be performed and what CEQA thresholds of significance could be applied. The guidance in the *Technical Advisory* is non-binding. The City of Sebastopol requirements (adopted in 2024) tier from the *Technical Advisory* and use the SCTA countywide travel demand model and metrics, methods, and thresholds provided in the *Technical Advisory*. Based on direction from the City in its capacity as a lead agency for CEQA purposes, the VMT analysis is based on net change in VMT.

The analysis assesses the impacts of shifting hotel demand on VMT. The Barlow Hotel is evaluated on a basis of net change for VMT under the assumption that Sebastopol is underserved by hotels. Nearby hotels along the US 101 corridor in Santa Rosa and Rohnert Park were identified based on characteristics such as location and amenities, and data on their trip distribution and trip length were collected from StreetLight Data's database of "Big Data" location-based services. The analysis is conservative in that hotel data for similar hotels north of Santa Rosa, such as those in Healdsburg, were not used, which would have led to greater negative deltas in trip lengths, and consequently lower VMT calculations.

The "park-once" strategy for the Barlow also guides the analysis assumptions. Because the Barlow development (along with downtown Sebastopol as a whole) includes a diverse selection of land uses including restaurants, stores, and parks, guests and visitors can park their vehicle once and easily walk or bike between their destinations. This contributes to a trip distribution pattern with reduced vehicle trips (and increased walk/bike trips) throughout the downtown area.

SCTA Model Regional VMT Analysis

Regional VMT by speed bin from the most recent version of the SCTA model were output for the Base Year (Year 2019), Base Year plus Project, Baseline Year (Year 2024, interpolated), Baseline Year plus Project (Year 2024, interpolated), Cumulative Year (Year 2040), and Cumulative Year plus Project scenarios. The traffic analysis zones of the selected hotels were adjusted to reflect current hotel capacities and changes in hotel demand resulting from the construction of the Barlow Hotel. The results of the analysis are summarized below in **Table 1**.

Table 1: Net Change in Regional VMT Using SCTA Model

Scenario	Total Regional VMT	Difference due to Project	Impact?
Base Year (Year 2019)	14,016,050		
Base Year Plus Project	14,015,350	-700	**No**
Baseline Year (Year 2024)	14,534,400		
Baseline Year Plus Project	14,533,830	-570	**No**
Cumulative (Year 2040)	16,193,050		
Cumulative Plus Project	16,192,990	-60	**No**

Source: Fehr & Peers, April 2024.

As noted in **Table 1**, the proposed project results in a net decrease in VMT in all scenarios. Therefore, the project's impacts to VMT for the CEQA Transportation section analysis is ***less-than-significant*** and no mitigation measures are required.

GIS/Big Data-Based Regional VMT Analysis

The GIS/Big Data-based VMT analysis approach considers the locations of comparable hotels to establish a sample trip distribution pattern for the Barlow Hotel.[1] Then, based on the relative distances between the sample hotels/Barlow Hotel and common destinations, a delta in trip length is computed; for many West County destinations, the trip length delta is negative (indicating that Barlow Hotel trips are shorter), but for other destinations (like San Francisco), the trip length delta is positive (indicating that Barlow Hotel trips are longer). Ultimately, the net change in VMT was calculated using the following equation:

$$VMT\ Change = \sum_{All\ Destinations} Project\ Trip\ Generation * Trip\ Distribution\ \% * Trip\ Length\ Delta$$

Sample trip data was collected at the Census block group level. The block groups of the selected sample hotels were used as origins and destinations for typical hotel guest trips in the area, including both access trips (traveling between one's home and the hotel) and tourist trips (traveling between the hotel and attractions in the area). The data included trip volumes and lengths in an origin-destination format, which were consolidated to create trip distributions for typical hotels in the area. Access and tourist trip distributions were developed and combined following the assumption that, on a typical average day, 20 percent of trips generated by the Barlow Hotel would be access trips and 80 percent would be tourist trips. Following the "park-

[1] Hotels analyzed include Hyatt Regency Sonoma Wine Country, Courtyard by Marriott Santa Rosa, AC Hotel by Marriott Santa Rosa Sonoma Wine Country, DoubleTree by Hilton Hotel Sonoma Wine Country, Oxford Suites Sonoma County – Rohnert Park, Graton Resort and Casino, and Fairfield Inn & Suites by Marriott Santa Rosa Sebastopol.

once" strategy for the Barlow development, the analysis also assumed 25 percent of trips would remain within the Barlow area and would not directly contribute to VMT.

Project trip generation was calculated to be 664 daily weekday trips using ITE Land Use Code 310 from the 11th Edition of the *ITE Trip Generation Manual*, which reflects hotels with associated public uses interior to the hotel, such as meeting rooms and restaurants. This is in alignment with the SCTA model VMT assessment above, as the model also uses Code 310 for its hotel analysis. The *ITE Trip Generation Manual* includes additional codes for specific hotel types, but Code 310 contributes to a higher and more conservative trip generation calculation than other applicable codes such as Code 330 (Resort Hotel), so we have used it in our Big Data analysis.

Shortest path trip lengths between block groups were calculated in GIS. The final calculation was a reduction of 185 vehicle-miles, which suggests the addition of the Barlow Hotel has the potential to reduce VMT in the area.

Table 2: Net Change in Regional VMT

Scenario	Difference due to project	Impact?
Existing Plus Project	-185	**No**

Source: Fehr & Peers, April 2024.

As noted in **Table 2**, the proposed project results in a net decrease in VMT in the Existing plus Project scenario. Therefore, the project's impacts to VMT for the CEQA Transportation section analysis is ***less-than-significant*** and no mitigation measures are required.

CEQA Multimodal Assessment

Throughout this section, recommendations are made to address potential deficiencies in the transportation system resulting from the project. These recommendations are *not* mitigation measures. They are improvement measures or strategies that are not required to be implemented, as they do not pertain to CEQA impact analyses on the transportation system. Fehr & Peers provides these non-binding recommendations for improvements to enhance multimodal circulation, mobility, and access.

Site Access and Circulation

Vehicle access to the project site will be provided via McKinley Street and SR 12. The existing 87 parking spots directly in the Gravenstein Court parking lot will be reconfigured to accommodate 90 proposed parking spaces. The project also includes an off-site parking lot of 242 partially valet-operated parking spaces on Morris Street, of which 84 are reserved for use by the Barlow Hotel.

The posted speed limit along McKinley Street in the vicinity of the project is 15 miles per hour while the posted speed limit along SR 12 in the vicinity of the project is 25 miles per hour. According to Table 201.1 of the *Caltrans Highway Design Manual*, the stopping sight distance is 100 feet at 15 miles per hour and 150 feet at 25 miles per hour. The observed sight distance along both streets is greater than 100 and 150 feet in both directions. The posted speed limit along Morris Street is 25 miles per hour, and the observed stopping sight distance is also greater than 150 feet in both directions. Additionally, per Table 405.1A of the Caltrans *Highway Design Manual*, the corner sight distance is approximately 165 feet for left-turning vehicles at 15 miles per hour and 143 feet for right-turning vehicles. The corner sight distance is approximately 275 feet for left-turning vehicles at 25 miles per hour and 238 feet for right-turning vehicles. Thus, the project site access points at the hotel and off-site Batch Plant parking lot include sufficient stopping sight distance and corner sight distance so long as landscaping at the project site access intersections is maintained.

It is recommended that the final site plan be reviewed prior to the issuance of building permits for potential sight distance impediments including new signs, above ground utility boxes, or landscaping proposed in the sight triangle.

Transit Assessment

Sonoma County Transit and Mendocino Transit Authority both provide transit service in Sonoma and Mendocino Counties. The following routes operate in the vicinity of the project site:

- Sonoma County Transit: Route 20 (Russian River Area, Forestville, Sebastopol, Santa Rosa)
- Sonoma County Transit: Route 24 (Sebastopol Shuttle)
- Sonoma County Transit: Route 26 (Sebastopol, Cotati, Rohnert Park)
- Mendocino Transit Authority: Route 95 (South Coast/Santa Rosa)

The Sonoma County Transit routes run along Sebastopol Avenue (SR 12), SR 116, Morris Street, McKinley Street, and Laguna Parkway, while the Mendocino Transit Authority route runs along Bodega Avenue and Sebastopol Avenue (SR 12). All transit stops are within one half-mile radius of the project site.

The project would create a significant impact to transit service if the following criteria are met:

- The project interferes with existing transit facilities or precludes the construction of planned transit facilities.

The project proposes no features which conflict with existing or planned transit services, and increases in ridership on local or regional transit facilities that would cause them to exceed their capacity are not expected. Thus, the project's effect on the public transit system is ***less-than-significant***.

Emergency Vehicle Assessment

Several factors determine whether a project has enough access for emergency vehicles, including the following:

- Number of access points (both public and emergency access only)
- Width of access points
- Width of internal roadways

Emergency response within the City of Sebastopol is provided by the Sebastopol Fire Department. Emergency vehicle access to the site is provided by McKinley Street and Sebastopol Avenue (SR 12). As the project has multiple access points, and the width or access points and internal roadways appears to be sufficient to accommodate emergency vehicles, the project's effect on emergency vehicle access is ***less-than-significant.***

It is recommended that the final site plan be reviewed and approved by the City's Fire Chief prior to issuance of building permits. Temporary congestion along the project driveways during periods of peak loading and unloading at the site could present delays to emergency vehicle response.

Pedestrian Assessment

Pedestrian facilities in the study area include sidewalks, crosswalks, and pedestrian signals. Crosswalks are provided at signalized and unsignalized intersections. Pedestrian push-button actuated signals are also provided at signalized intersections. Twelve-foot sidewalks are provided on both sides of Sebastopol Avenue, and eight- to nine-foot sidewalks are provided on both sides of McKinley Street. The project would create a significant impact related to the pedestrian system if any of the following criteria are met (would the project):

- Disrupt existing pedestrian facilities; or
- Interfere with planned pedestrian facilities; or
- Create inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.

The proposed site plan indicates existing sidewalks will remain intact. The project proposes no features that would be hazardous to pedestrian travel and does not conflict with any pedestrian facilities plans or programs. Therefore, the project's effect on the pedestrian system is ***less-than-significant***.

Bicycle Assessment

Morris Street, Laguna Park Way, and Petaluma Avenue include Class II bicycle facilities while Sebastopol Avenue includes a Class III bike route.

The project would create a significant impact related to the bicycle system if any of the following criteria are met (would the project):

- Disrupt existing bicycle facilities; or
- Interfere with planned bicycle facilities; or
- Create inconsistencies with adopted bicycle system plans, guidelines, policies, or standards.

While the project does not propose any designated bicycle paths, bicycles would be permitted on site along with 16 proposed bike parking spaces. The project proposes no features that would be hazardous to bicycle travel and does not conflict with any bicycle facilities plans or programs. The project's effect on the bicycle system is ***less-than-significant***.

Conclusions

Results of the VMT analysis indicate that the project would result in a net VMT decrease when using either the SCTA model or a Big Data/GIS method as a basis for the analysis, and thus the project's CEQA Transportation section impact with regards to VMT is ***less-than-significant***. The project has the potential to encourage more active forms of travel in alignment with the park-once strategy, which emphasizes the need for quality multimodal access and infrastructure in the area. The project is anticipated to result in ***less-than-significant impacts*** for bicycle, pedestrian, public transit, and emergency vehicle access modes.

This concludes the transportation assessment of the Barlow Hotel CEQA transportation assessment. Please call Purva Kapshikar or Ian Barnes at (925) 930-7100 with any questions.