Appendix B

Air Quality and Greenhouse Gas Emissions Technical Report

Azusa Greens Redevelopment Project

Air Quality and Greenhouse Gas Emissions Technical Report

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ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
μg/m^3	micrograms per cubic meter
AAM	annual arithmetic mean
AB	Assembly Bill
ADMRT	Air Dispersion Modeling and Risk Tool
AERMAP	AERMOD terrain preprocessor
AERMOD	USEPA Gaussian plume air dispersion model
APN	Assessor's Parcel Number
APS	alternative planning strategy
AQMP	Air Quality Management Plan
AR2	IPCC's Second Assessment Report
AR4	IPCC's Fourth Assessment Report
AR5	IPCC's Fifth Assessment Report
C_2F_6	hexafluoroethane
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBSC	California Building Standards Commissions
CCR	California Code of Regulations
CEC	California Energy Commissions
CEQA	California Environmental Quality Act
CF_4	tetrafluoromethane
CFC	chlorofluorocarbon
CFR	Code of Federal Regulations
CH_4	methane
City	City of Azusa
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CY	cubic yard
DEM	Digital Elevation Model
DPM	diesel particulate matter
DWL	West End Light Industrial District

ACRONYMS AND ABBREVIATIONS (cont.)

EO	Executive Order
EV	electric vehicle
g/L	grams per liter
GHG	greenhouse gas
GWP	global warming potential
HARP	Hotspots Analysis and Reporting Program
HFC	hydrofluorocarbon
HHDT	heavy-heavy duty truck
HI	Hazard Index
HRA	Health Risk Assessment
IPCC	Intergovernmental Panel on Climate Change
kW	kilowatts
kWh	kilowatt-hours
LCFS	Low Carbon Fuel Standard
LHDT	light-heavy duty truck
LLG	Linscott, Law and Greenspan, Engineers
LST	localized significance threshold
MATES	Multiple Air Toxics Exposure Study
MEIR	maximally exposed individual resident
MEIW	maximally exposed individual worker
mg/m^3	milligrams per cubic meter
MHDT	medium-heavy duty truck
MMT	million metric tons
mph	miles per hour
MPO	metropolitan planning organization
MT	metric ton
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NASA	National Aeronautics and Space Administration
NHTSA	National Highway Traffic Safety Administration
NO	nitrogen oxide
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment

ACRONYMS AND ABBREVIATIONS (cont.)

Pb	lead
PFC	perfluorocarbon
PM	particulate matter
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
PMI	point of maximum impact
ppm	parts per million
PRC	Public Resources Code
REL	Reference Exposure Limit
RMP	Risk Management Policy
ROG	reactive organic gas
RTP	Regional Transportation Plan
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF	Square feet/foot
SF_6	hexafluoride
SIP	State Implementation Plan
SLCP	short-lived climate pollutants
SO_2	sulfur dioxide
SO_X	sulfur oxides
SRA	source receptor area
T-BACT	Toxics Best Available Control Technology
TACs	toxic air contaminants
TIS	Transportation Impact Study
TRU	transport refrigeration unit
UNFCCC	United Nations Framework Convention on Climate Change
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geological Survey
UTM	Universal Transverse Mercator
VMT	vehicle miles traveled
VOC	volatile organic compound
WRCC	Western Regional Climate Center

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EXECUTIVE SUMMARY

This report presents an assessment of potential air quality and greenhouse gas (GHG) emission impacts resulting from the implementation of the Azusa Greens Redevelopment Project (Project) located in the City of Azusa (City). The Project would redevelop a portion of the Azusa Greens Golf Course. The Project involves three components: a proposed industrial site, a proposed age-restricted residential community site, and a reconfigured nine-hole golf course and driving range.

The Project would require a General Plan Amendment to allow development of the industrial and residential Project sites. Therefore, the Project's contribution to regional employment and residential growth would not be accounted for in regional planning documents (e.g., general plans, Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) used to develop control measures in the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). The Project would conflict with the 2022 AQMP, resulting in a significant and unavoidable impact.

The Project would result in emissions of criteria air pollutants during construction and operation. Project emissions of criteria pollutants and precursors during construction or operation would not exceed the SCAQMD emissions thresholds. Impacts related to cumulatively considerable net increases of criteria pollutants in the region would be less than significant.

Project-generated traffic would not result in a carbon monoxide hot spot. Construction and operation of the Project would not result in exposure of sensitive receptors to significant quantities of toxic air contaminants. Construction of the Project could result in substantial localized criteria pollutant and precursor concentrations, as analyzed following SCAQMD's Localized Significance Thresholds (LSTs) Methodology. Concentrations of particulate matter (PM) resulting from the Project construction were calculated at nearby sensitive receptor locations using dispersion modeling. Mitigation measures to require enhanced fugitive dust control practice (extra application of water to exposed surfaces) and to require diesel-powered off-road equipment to have PM emissions meeting the United States Environmental Protection Agency (USEPA) Tier 4 Final standards would reduce PM concentrations to below the SCAQMD localized thresholds. A health risk assessment was conducted to evaluate potential community health risks from exposure to diesel particulate matter emitted by trucks and transport refrigeration units related to the operation of the proposed industrial site. Community cancer risk, chronic health risk, and cancer burden would not exceed the SCAQMD thresholds. Impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant with mitigation incorporated.

The Project would not generate other emissions (such as those leading to odors) that would affect a substantial number of people.

GHG emissions resulting from the construction and operation of the Project would exceed the SCAQMD's screening threshold for non-industrial projects (with mobile source emissions) and multi-use projects. Because the Project would have significant and unavoidable vehicle miles traveled (VMT) impacts, no feasible mitigation would be available that would reduce Project GHG emissions impacts to less than significant. Because the Project would have significant and unavoidable VMT impacts, the Project would conflict with applicable GHG emission reduction plans, including the California Air Resource Board's 2022 Scoping Plan and the Southern California Association of Governments 2024 RTP/SCS. Impacts related to GHG emissions and conflicts with GHG emission reduction plans and policies would be significant and unavoidable.

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1.0 INTRODUCTION

This report presents an assessment of potential air quality and greenhouse gas (GHG) emissions impacts during the construction and operation of the Azusa Greens Redevelopment Project (Project). This report has been prepared to support environmental review in accordance with the California Environmental Quality Act (CEQA; California Public Resources Code [PRC] §21000 et seq.) and CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.). In addition, this report contains a health risk assessment (HRA) of potential health risks resulting from long-term exposure to toxic air contaminants (TACs) generated by Project operations.

1.1 PROJECT LOCATION

The City of Azusa (City) is located in the eastern portion of Los Angeles County, approximately 27 miles northeast of Downtown Los Angeles. The approximately 92.12-acre Project site is located at 919 Sierra Madre Avenue, Azusa, CA 91702. The Project site is comprised of seven Assessor's Parcel Numbers (APNs): 8617-001-005; 0864-013-030; 8617-001-013; 8617-013-001; 8717-011-001; 8684-043-002; and 8684-013-014. See Figure 1, *Regional Location,* and Figure 2, *Aerial Photograph*.

1.2 PROJECT DESCRIPTION

The Project would redevelop a portion of the Azusa Greens Golf Course and maintain the remainder of the land as a functioning 9-hole golf course and driving range. The Project involves three components: a proposed industrial site, a proposed age-restricted residential community site, and a reconfigured nine-hole golf course and driving range.

1.2.1 Industrial Site

The approximately 19.33-acre industrial site would be located on APN 8617-001-005. As part of the Project, the applicant is seeking approval of a Tentative Parcel Map for six separate parcels on the industrial site, one for each proposed industrial building. The industrial site encompasses the existing golf holes 3, 4, 5, and 6 of the Azusa Greens Country Club. The industrial site is bounded by West 10th Street to the south, industrial and residential uses to the east, Sierra Madre Avenue to the north, and by Todd Avenue to the west. The industrial site would include four access driveways along Todd Avenue and four access driveways along 10th Street.

The Project would demolish the existing golf-related improvements on holes 3 through 6 and would install six new, tilt-up concrete Class A industrial buildings totaling 353,075 square feet (SF). The industrial buildings would include ancillary office space on two floors totaling 38,600 SF. Building 1 would total 33,598 SF including 5,000 SF of office space, Building 2 would total 45,716 SF including 5,600 SF of office space, Building 3 would total 53,422 SF including 7,000 SF of office space, Building 4 would total 54,342 SF including 7,000 SF of office space, Building 5 would total 109,507 SF including 8,000 SF of office space, and Building 6 would total 56,490 SF including 6,000 SF of office space. The industrial buildings would be approximately 38 feet in height above the finished floor.

Potential uses of the Project's industrial buildings could include light manufacturing, warehouse retail, repair services and other uses permitted within the City's West End Light Industrial District (DWL) zone. Potential warehouse uses could include refrigerated storage. While future tenants of these industrial buildings are unknown, this analysis conservatively assumes 95 percent of the Project building industrial space would be general light industrial (approximately 298,751 SF) and 5 percent of the Project building industrial space would be refrigerated warehouse (approximately 15,724 SF). All Project buildings in the industrial site would be all electric and would not include any natural gas infrastructure or appliances. The Project would use building architectural coatings (e.g., paint) with volatile organic compound (VOC) content not to exceed 50 grams per liter (g/L) in accordance with the South Coast Air Quality Management District's (SCAQMD's) limits in Rule 1113 for standard building paints (i.e., building envelope coating, flat coating, floor coating, and non-flat coating). See Figure 3, *Industrial Site Plan*.

1.2.2 Age-Restricted Residential Community Site

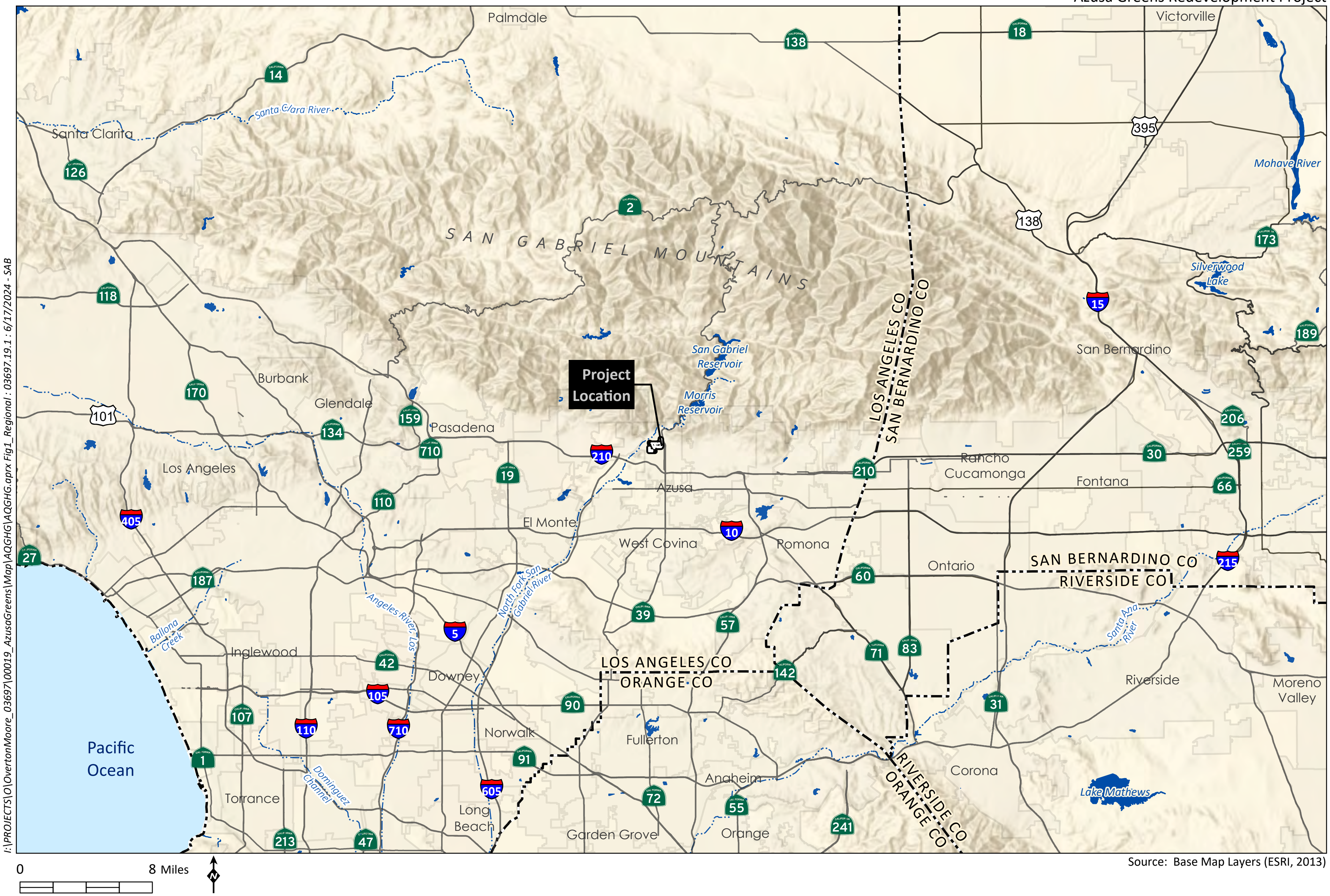
The approximately 19.82-acre age-restricted residential community site (residential site encompasses the existing golf holes 1, 18, and 8, as well as a small portion of hole 17 of the Azusa Greens Country Club. The Project would demolish the existing golf-related improvements and construct 38 residential buildings (32 single-story duplexes, four single-story triplexes and two three-story stacked flat buildings), a leasing/clubhouse building, and a cabana. The proposed residential community would be age-restricted to individuals 55 years and older. The residential buildings would total 330,101 gross square feet and 230 dwelling units, and the leasing/clubhouse and cabana would total 10,932 gross square feet. See Table 1, *Proposed Residential Buildings*, for an overview of the buildings on the residential community site.

Table 1
PROPOSED RESIDENTIAL BUILDINGS

Building Identifier	Building Type	Number of Buildings	Number of Dwelling Units (Total)	Building Square Footage (Total)
A	Stacked Flats	1	83	103,647
B	Stacked Flats	1	71	87,777
C	Duplex	7	14	28,868
E	Duplex	12	22	36,113
F	Duplex	15	28	52,892
G	Triplex	4	12	20,804
--	Leasing/Clubhouse	1	--	9,360
--	Cabana	1	--	1,572
	Total	**40**	**230**	**345,576**

The Leasing/Clubhouse building would include meeting areas, fitness rooms, an outdoor pool and spa, outdoor recreation areas, dining areas, and more. Outdoor recreation areas would include a pool/spa area with a Cabana building containing restrooms and pool mechanical equipment, a dog park, two bocce ball courts, outdoor seating area, a synthetic turf fitness lawn, and outdoor lawn/landscape area between buildings.

The age-restricted residential community would be accessed by two entrance driveways located at the southern end of the proposed site along Sierra Madre Avenue. The main Project entrances would connect and lead to an entry gate and turnaround. The age-restricted residential community site would include 242 uncovered parking spaces, 57 covered parking spaces, 39 spaces in four detached garage buildings, and 108 spaces in garages attached to duplex and triplex units. See Figure 4, *Residential Site Plan*.



Source: Base Map Layers (ESRI, 2013)

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Regional Location

Figure 1

Source: Aerial (Maxar, 2021)

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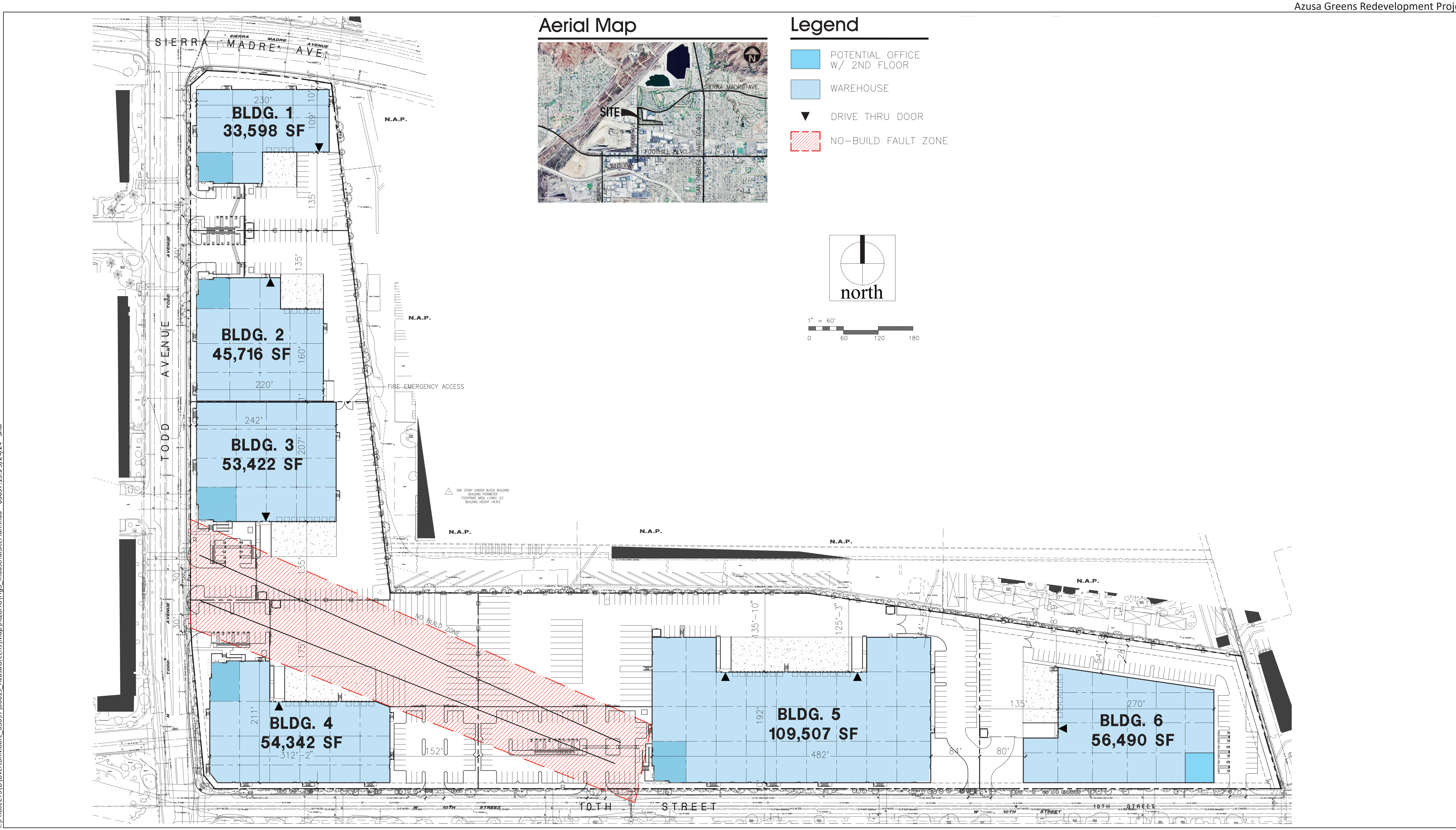
Aerial Photograph

Figure 2



Source: HPA Architects, 2024

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HELIX Environmental Planning

Industrial Site Plan

Figure 3

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Source: Overton Moore Properties, 2025

Residential Site Plan

Figure 4

The residential buildings would be all electric and would not include any natural gas infrastructure or appliances. The residential site Leasing/Clubhouse building may include natural gas.

1.2.3 Golf Course Site

The 52.97-acre golf course site would be comprised of the existing Azusa Greens Country Club holes 9 through 17, the existing golf clubhouse, the existing parking lot, and the existing golf driving range. The Azusa Greens clubhouse would be lightly renovated and maintained in working order. The golf course would be re-numbered 1 through 9 to create a nine-hole golf course. To accommodate the flow of the 9-hole course, hole 8 would be shortened from its existing configuration, and the tee box for hole 7 would be relocated. The driving range would also be adjusted along the boundary with the proposed residential site. The light clubhouse renovation would feature an updated interior site plan that relocates the golf check-in area to the east, updating two of the entries on the north-facing frontage of the building and adding one new set of doors on the east-facing side of the building.

The clubhouse, parking lot, and driving range would be accessed by an existing entrance driveway along Sierra Madre Avenue. Internal drive aisles would be located throughout the parking lot to access the clubhouse. The parking lot would include 158 parking stalls and eight drop-off spaces. Existing natural gas plumbing and appliances for the clubhouse would remain.

1.2.4 Construction Activities and Phasing

The Project is anticipated to be completed in three phases. Phase 1 would be the construction of the industrial site, anticipated to commence in November 2025 and be completed at the end of December 2026. Phase 2 would be the construction of the age-restricted residential community site, anticipated to commence in January 2026 and be complete at the end of September 2027. Phase 3 would be the golf course reconfiguration and golf clubhouse renovation, anticipated to commence in January 2026 and be complete in approximately one month. Project construction activities for Phase 1 and Phase 2 would include site preparation, grading, installation of underground utilities, building construction, paving, and architectural coating (e.g., painting). Construction activities for Phase 3 would include grading for the relocated 7th hole tee area and 8th hole green, renovation of the golf clubhouse, and clubhouse painting, and parking lot repair/expansion.

2.0 REGULATORY SETTING

2.1 AIR QUALITY

The Project site is within the eastern Los Angeles County portion of the South Coast Air Basin (SCAB). Air quality in the SCAB is regulated by the U.S. Environmental Protection Agency (USEPA) at the federal level, by the California Air Resources Board (CARB) at the state level, and by the South Coast Air Quality Management District (SCAQMD) at the regional level.

2.1.1 Air Pollutants of Concern

2.1.1.1 Criteria Pollutants

Criteria pollutants are defined by state and federal law as a risk to the health and welfare of the public. In general, criteria air pollutants include the following compounds:

- Ozone (O_3)
- Carbon monoxide (CO)
- Nitrogen dioxide (NO_2)
- Particulate matter (PM), which is further subdivided:
  - Coarse PM, 10 microns or less in diameter (PM_{10})
  - Fine PM, 2.5 microns or less in diameter ($PM_{2.5}$)
- Sulfur dioxide (SO_2)
- Lead (Pb)

Criteria pollutants can be emitted directly from sources (primary pollutants; e.g., CO, SO_2, PM_{10}, $PM_{2.5}$, and lead), or they may be formed through chemical and photochemical reactions of precursor pollutants in the atmosphere (secondary pollutants; e.g., ozone, NO_2, PM_{10}, and $PM_{2.5}$). PM_{10} and $PM_{2.5}$ can be both primary and secondary pollutants. The principal precursor pollutants of concern are reactive organic gases ([ROGs] also known as VOCs)[1] and nitrogen oxides (NO_X).

The descriptions of sources and general health effects for each of the criteria air pollutants are shown in Table 2, *Common Sources and Human Health Effects of Criteria Air Pollutants*. Specific adverse health effects on individuals or population groups induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables such as cumulative concentrations, local meteorology and atmospheric conditions, and the number and characteristics of exposed individuals (e.g., age, gender). Criteria pollutant precursors (ROG and NO_X) affect air quality on a regional scale, typically after a significant delay and distance from the pollutant source emissions. Health effects related to ozone and NO_2 are, therefore, the product of emissions generated by numerous sources throughout a region.

Emissions of criteria pollutants from vehicles traveling to or from the Project site (mobile emissions) are distributed nonuniformly in location and time throughout the region, wherever the vehicles may travel. As such, specific health effects from these criteria pollutant emissions cannot be meaningfully correlated to the incremental contribution from the Project.

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[1] CARB defines and uses the term ROGs while the USEPA defines and uses the term VOCs. The compounds included in the lists of ROGs and VOCs and the methods of calculation are slightly different. However, for the purposes of estimating criteria pollutant precursor emissions, the two terms are often used interchangeably.

Table 2
COMMON SOURCES AND HUMAN HEALTH EFFECTS OF CRITERIA AIR POLLUTANTS

Pollutant	Major Man-Made Sources	Human Health Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to climate change and nutrient overloading, which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrogen oxides (NO_X) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and other sources.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned, when gasoline is extracted from oil, or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid, which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Lead	Metallic element emitted from metal refineries, smelters, battery manufacturers, iron and steel producers, use of leaded fuels by racing and aircraft industries.	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems.

Source: CARB 2024a; USEPA 2024a

2.1.1.2 Toxic Air Contaminants

The California Health and Safety Code (§39655, subd. (a).) defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Clean Air Act (CAA) (42 United States Code Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is referred to as diesel particulate matter (DPM). Almost all DPM is 10 microns or less in diameter, and 90 percent of DPM is less than 2.5 microns in diameter (CARB 2024b). Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM has a notable effect on California's population—it is estimated that about 70 percent of total known cancer risk related to air toxins in California is attributable to DPM (CARB 2024b).

Toxics Best Available Control Technology

Diesel-powered on-road (highway) trucks are a potential source of DPM. In addition, some transport refrigeration units (TRUs) are powered by a small diesel engine and are a potential source of DPM. TRUs provide cooling for trucks and/or trailers that transport goods requiring refrigeration. The Toxics Best Available Control Technology (T-BACT) for the operation of diesel internal combustion engines is in compliance with USEPA and CARB emissions standards. All heavy-duty diesel-powered on-road vehicles manufactured since 2010 are required to meet USEPA emissions standards, including reductions of emissions of DPM by approximately 90 percent compared to unregulated engines (USEPA 2022a). Diesel-powered TRUs are considered nonroad equipment. The USEPA has promulgated multiple tiers of emissions standard (with Tier 4 being the most stringent) for nonroad diesel engines manufactured, depending on engine horsepower and application. CARB regulations require diesel engines used in TRUs, with 25 or more horsepower, sold in California since 2012 to be USEPA Tier 4 Interim certified (CARB 2011).

2.1.2 Federal Air Quality Regulations

2.1.2.1 Federal Clean Air Act

Air quality is defined by ambient air concentrations of specific pollutants identified by the USEPA to be of concern with respect to the health and welfare of the public. The USEPA is responsible for enforcing the CAA of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for several criteria pollutants. On February 7, 2024, the USEPA announced a final rule to lower the annual arithmetic mean (AAM) primary NAAQS for $PM_{2.5}$ from 12 $\mu g/m^3$ to 9 $\mu g/m^3$. The new final rule retains the existing 24-hour primary NAAQS for $PM_{2.5}$ of 35 $\mu g/m^3$ and the existing AAM secondary NAAQS for $PM_{2.5}$ of 15.0 $\mu g/m^3$ (USEPA 2024b). Table 3, *Ambient Air Quality Standards*, shows the federal and state ambient air quality standards for criteria pollutants.

Table 3
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards Primary[1,2]	Federal Standards Secondary[3]
O_3	1 Hour	0.09 ppm (180 µg/m^3)	–	–
	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as Primary
PM_{10}	24 Hour	50 µg/m^3	150 µg/m^3	Same as Primary
	AAM	20 µg/m^3	–	Same as Primary
$PM_{2.5}$	24 Hour	–	35 µg/m^3	Same as Primary
	AAM	12 µg/m^3	9 µg/m^3	15.0 µg/m^3
CO	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	–
	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	–
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)	–	–
NO_2	1 Hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)	–
	AAM	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary
SO_2	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m^3)
	24 Hour	0.04 ppm (105 µg/m^3)	–	–
Lead	30-day Avg.	1.5 µg/m^3	–	–
	Calendar Quarter	–	1.5 µg/m^3	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m^3	Same as Primary
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	No Federal Standards	No Federal Standards
Sulfates	24 Hour	25 µg/m^3	No Federal Standards	No Federal Standards
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	No Federal Standards	No Federal Standards
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)	No Federal Standards	No Federal Standards

Source: CARB 2016; USEPA 2024b

1 National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect public health.

2 The AAM primary NAAQS for $PM_{2.5}$ was reduced from 12 µg/m^3 to 9 µg/m^3 by a USEPA final rule issued on February 7, 2024.

3 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

O_3 = ozone; ppm: parts per million; µg/m^3 = micrograms per cubic meter; PM_{10} = particulate matter with an aerodynamic diameter of 10 microns or less; AAM = Annual Arithmetic Mean; $PM_{2.5}$ = fine particulate matter; CO = carbon monoxide; mg/m^3 = milligrams per cubic meter; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide; km = kilometer; – = No Standard

The USEPA has classified air basins (or portions thereof) as being in “attainment,” “nonattainment,” “maintenance,” or “unclassified” for each criteria air pollutant, based on whether the NAAQS have been achieved. Upon attainment of a standard for which an area was previously designated nonattainment, the area will be classified as a maintenance area. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation.

The Project site is located within the SCAB and, as such, is in an area designated as a nonattainment area for certain pollutants that are regulated under the CAA. Table 4, *South Coast Air Basin Attainment Status*, lists the federal and state attainment status of the SCAB for the criteria pollutants. The SCAB is classified as an extreme nonattainment area for the 8-hour NAAQS for ozone and as a serious nonattainment area for the $PM_{2.5}$ NAAQS (USEPA 2024c). The SCAB is an attainment area, attainment-maintenance area, or unclassifiable, for the NAAQS for all other criteria pollutants (USEPA 2024c).

Table 4
SOUTH COAST AIR BASIN ATTAINMENT STATUS

Criteria Pollutant	Federal Designation	State Designation
Ozone (O_3) (1-hour)	(No federal standard)	Nonattainment
Ozone (O_3) (8-hour)	Extreme Nonattainment	Nonattainment
CO (Carbon Monoxide (CO)	Attainment (Maintenance)	Attainment
Respirable Particulate Matter (PM_{10})	Attainment (Maintenance)	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Serious Nonattainment	Nonattainment
Nitrogen Dioxide (NO_2)	Attainment (Maintenance)	Attainment
Sulfur Dioxide (SO_2)	Unclassifiable/Attainment	Unclassifiable/Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen Sulfide	(No federal standard)	Attainment
Visibility	(No federal standard)	Attainment

Source: SCAQMD 2016a; USEPA 2024c

[1] The federal 1-hour standard of 12 ppm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.

[2] At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

2.1.3 California Air Quality Regulations

2.1.3.1 California Clean Air Act

The federal CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. CARB, a part of the CalEPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the California Ambient Air Quality Standards (CAAQS). CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In addition to primary and secondary AAQS, the state has established a set of episode criteria for ozone, CO, NO_2, SO_2, and PM. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Table 4, above, lists the state attainment status of the SCAB for the criteria pollutants. Under state designation, the SCAB is currently in attainment for CO, NO_2, SO_2, lead, sulfates, hydrogen sulfide, and visibility reducing particles; and in nonattainment for ozone (1-hour and 8-hour), PM_{10}, and $PM_{2.5}$ (SCAQMD 2016a).

2.1.3.2 State Implementation Plan

The CAA requires areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop plans, known as State Implementation Plans (SIPs). SIPs are comprehensive plans that describe how an area will attain the NAAQS. The 1990 amendments to the CAA set deadlines for attainment based on the severity of an area's air pollution problem.

SIPs are not single documents; they are a compilation of new and previously submitted plans, programs (e.g., monitoring, modeling, permitting), district rules, state regulations and federal controls. Many of California's SIPs rely on a core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations and limits on emissions from consumer products. State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB forwards the SIP revisions to the USEPA for approval and publication in the Federal Register. The Code of Federal Regulations (CFR) Title 40, Chapter I, Part 52, Subpart F, Section 52.220 lists all of the items that are included in the California SIP (CARB 2009). At any one time, several California submittals are pending USEPA approval.

2.1.3.3 California Energy Code

CCR Title 24 Part 6, California's Energy Efficiency Standards for Residential and Nonresidential Buildings, were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space and water heating) results primarily in GHG emissions. The California Energy Code is discussed in further detail in Section 2.2.4, below.

2.1.4 Local Regulations

2.1.4.1 South Coast Air Quality Management District

Air quality in the SCAB portion of Los Angeles County is regulated by the SCAQMD. As a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), County transportation commissions, and local governments and cooperates actively with all federal and state government agencies. The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary.

Air Quality Management Plan

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs).

On December 2, 2022, the SCAQMD adopted the 2022 AQMP, which is a regional and multi-agency effort (SCAQMD, CARB, SCAG, and USEPA). The 2022 AQMP represents a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. The plan seeks to achieve multiple goals in partnership with other entities promoting reductions in criteria pollutant, GHGs, and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. Included in the 2022 AQMP are updated strategies and control measures to address the designation of the SCAB as an "extreme" nonattainment area for the 2015 NAAQS 8-hour ozone standard. To meet the 2015 NAAQS ozone standard, an additional 67 percent reduction of NO_X will be required compared to the reductions forecast to occur by 2037 (as required by current adopted rules and regulations). Achieving the NO_X reductions will require extensive use of zero-emission technologies across all stationary and mobile sources. The overwhelming majority of NO_X emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile sources that are mostly beyond the SCAQMD's control. The region will not meet the NAAQS ozone standard absent significant federal action. In addition to federal action, the 2022 AQMP requires substantial reliance on future deployment of advanced technologies to meet the NAAQS ozone standard (SCAQMD 2022).

The AQMP, in combination with those from all other California nonattainment areas with serious (or worse) air quality problems, is submitted to CARB, which develops the California SIP. The SIP relies on the same information from SCAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The current federal and state attainment status for the SCAB is presented above, in Table 4.

Rules and Regulations

The following rules promulgated by the SCAQMD would be applicable to the construction and/or operation of the Project.

Rule 401 – Visible Emissions: Limits the allowable opacity of air contaminant emissions from any single source (SCAQMD 2001a).

Rule 402 – Nuisance: Prohibits the discharge of air contaminants, including odors, which cause injury, detriment, nuisance, or annoyance to any considerable number of persons (SCAQMD 1976).

Rule 403 – Fugitive Dust: Requires actions to prevent, reduce, or mitigate anthropogenic fugitive dust emissions, including emissions from construction activities. Project construction would be required to implement all applicable fugitive dust best available control measures specified in Table 1 in the rule (SCAQMD 2005).

Rule 1113 – Architectural Coating: Establishes VOC limits for architectural coatings (e.g., paints, stains, preservatives). Effective January 1, 2019, standard building interior and exterior paint is limited to a maximum VOC content of 50 g/L, and traffic markings (e.g., parking lot striping) are limited to a maximum VOC content of 100 g/L (SCAQMD 2016b).

Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil: Sets requirements to control the emission of VOCs from excavating, grading, handling, and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition (SCAQMD 2001b).

Rule 2305 – Warehouse Indirect Source Rule: Requires owners and operators of warehouses with 100,000 SF or more of indoor floor space in a single building to directly reduce NO_X and PM emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities (SCAQMD 2021a).

2.1.4.2 City of Azusa General Plan

The City's General Plan, Chapter 5 - Natural Environment Chapter contains the following applicable goals and policies for reducing air pollutant emissions in the City, and improving overall air quality (City 2004):

Goal
1. Improve air quality in Azusa and reduce exposure to air pollutants.

Policy 1.1. Integrate air quality concerns into land use planning decisions.

Policy 1.2. Integrate air quality concerns into site design review.

Policy 1.3. Reduce pollutant emissions from quarry operations, off-road vehicle use areas, industrial uses, and vehicular traffic.

Policy 1.4. Participate in regional air quality planning strategies.

Policy 1.5. Consider encouraging the use of "green roof" construction technologies.

2.2 GREENHOUSE GASES

2.2.1 Climate Change Overview

Global climate change refers to changes in average climatic conditions on Earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as GHGs because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with: (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition.

The temperature record shows a decades-long trend of warming, with earth's average surface temperature in 2023 confirmed the warmest on record. Per scientists at the National Aeronautics and Space Administration's [NASA's] Goddard Institute for Space Studies, global temperatures in 2023 were around 2.1 degrees Fahrenheit (°F; 1.2 degrees Celsius) above NASA's 1951-1980 baseline period average (NASA 2024). GHG emissions from human activities are the most significant driver of observed climate change since the mid-20th century (United Nations Intergovernmental Panel on Climate Change [IPCC] 2013). The IPCC constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. The statistical models show a "high confidence" that temperature increase caused by anthropogenic GHG emissions could be kept to less than two degrees Celsius relative to pre-industrial levels if atmospheric concentrations are stabilized at about 450 parts per million (ppm) carbon dioxide equivalent (CO_2e) by the year 2100 (IPCC 2014).

2.2.2 Types of Greenhouse Gases

The GHGs defined under California's Assembly Bill (AB) 32 include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

Carbon Dioxide. CO_2 is the most important and common anthropogenic GHG. CO_2 is an odorless, colorless GHG. Natural sources include the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungi; evaporation from oceans; and volcanic outgassing. Anthropogenic sources of CO_2 include burning fuels, such as coal, oil, natural gas, and wood. Data from ice cores indicate that CO_2 concentrations remained steady prior to the current period for approximately 10,000 years. Per data collected by the National Oceanic and Atmospheric Administration (NOAA) at the Mauna Loa Observatory in Hawaii, the average atmospheric CO_2 concentration in 2010 was 390 ppm, 39 percent above the concentration at the start of the Industrial Revolution (about 280 ppm in 1750). In 2023, the average atmospheric CO_2 concentration was 421 ppm, the highest annual average measured at the Mauna Loa Observatory since data collection began in 1959. As of January 2024, the CO_2 concentration exceeded 422 ppm, a 51 percent increase since 1750 (NOAA 2024).

Methane. CH_4 is the main component of natural gas used in homes. A natural source of methane is from the decay of organic matter. Geological deposits known as natural gas fields contain methane, which is extracted for fuel. Other sources are from decay of organic material in landfills, fermentation of manure, and cattle digestion.

Nitrous Oxide. N_2O is produced by both natural and human-related sources. N_2O is emitted during agricultural and industrial activities, as well as during the combustion of fossil fuels and solid waste. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic (fatty) acid production, and nitric acid production.

Hydrofluorocarbons. Fluorocarbons are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. Chlorofluorocarbons (CFCs) are nontoxic, nonflammable, insoluble, and chemically nonreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone; therefore, their production was stopped as required by the 1989 Montreal Protocol.

Sulfur Hexafluoride. SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.

GHGs have long atmospheric lifetimes that range from one year to several thousand years. Long atmospheric lifetimes allow for GHG emissions to disperse around the globe. Because GHG emissions vary widely in the power of their climatic effects, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO_2. For example, a gas with a GWP of 10 is 10 times more potent than CO_2 over 100 years. CO_2e is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO_2e.

Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (AR2). In 2007, IPCC updated the GWP values based on the latest science at the time in its Fourth Assessment Report (AR4). The updated GWPs in the IPCC AR4 have begun to be used in recent GHG emissions inventories. In 2013, IPCC again updated the GWP values based on the latest science in its Fifth Assessment Report (AR5) (IPCC 2013). However, the United Nations Framework Convention on Climate Change (UNFCCC) reporting guidelines for national inventories require the use of GWP values from the AR4. To comply with international reporting standards under the UNFCCC, official emission estimates for California and the U.S. are reported using AR4 GWP values, and statewide and national GHG inventories have not yet updated their GWP values to the AR5 values. GHG emissions in this analysis are reported using the AR4 GWP values.

By applying the GWP ratios, CO_2e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over 100 years is used as a baseline. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 5, *Global Warming Potentials and Atmospheric Lifetimes*.

Table 5
GLOBAL WARMING POTENTIALS AND ATMOSPHERIC LIFETIMES

Greenhouse Gas	Atmospheric Lifetime (years)	IPCC AR2 GWP	IPCC AR4 GWP	IPCC AR5 GWP
Carbon Dioxide (CO_2)	50-200	1	1	1
Methane (CH_4)	12	21	25	28
Nitrous Oxide (N_2O)	114	310	298	265
HFC-134a	14	1,300	1,430	1,300
PFC: Tetrafluoromethane (CF_4)	50,000	6,500	7,390	6,630
PFC: Hexafluoroethane (C_2F_6)	10,000	9,200	12,200	11,100
Sulfur Hexafluoride (SF_6)	3,200	23,900	22,800	23,500

Source: IPCC 2007
IPCC = Intergovernmental Panel on Climate Change; GWP = global warming potential; HFC = hydrofluorocarbon; PFC = perfluorocarbon

2.2.3 Federal Greenhouse Gas Regulations

2.2.3.1 Federal Clean Air Act

The U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency* that CO_2 is an air pollutant, as defined under the CAA, and that the USEPA has the authority to regulate emissions of GHGs. The USEPA announced that GHGs (including CO_2, CH_4, N_2O, HFC, PFC, and SF_6) threaten the public health and welfare of the American people (USEPA 2024d). This action was a prerequisite to finalizing the USEPA's GHG emissions standards for light-duty vehicles, which were jointly proposed by the USEPA and the United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

2.2.3.2 Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards

The USEPA and the NHTSA worked together on developing a national program of regulations to reduce GHG emissions and improve fuel economy of light-duty vehicles. The USEPA established the first-ever national GHG emissions standards under the CAA, and the NHTSA established Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking that established standards for 2012 through 2016 model year vehicles. This was followed up on October 15, 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025.

In December 2021, USEPA issued a new rule formally adopting standards previously proposed in August 2021 for model years 2023 and 2024 and finalizing more stringent standards than previously proposed for model years 2025 and 2026. The rule assumes a 17 percent electric vehicle market penetration by 2026. Although this is a departure from the NHTSA CAFE standards, USEPA did coordinate with NHTSA during the development of the new standards. On March 20, 2024, USEPA announced new, more ambitious final standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027. The final standards build upon USEPA's final standards for federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026 and leverages advances in clean car technology to result in benefits to Americans ranging from reducing climate pollution, to improving public health, to saving drivers money through reduced fuel and maintenance costs. The standards will phase in over model years 2027 through 2032.

2.2.4 California Greenhouse Gas Regulations

2.2.4.1 California Code of Regulations, Title 24, Part 6

CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space or water heating) results in GHG emissions. The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards became effective on January 1, 2023. The 2022 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. New for the 2022 Title 24 standards are non-residential on-site PV (solar panels) electricity generation requirements (California Energy Commission [CEC] 2022a).

The standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards—the energy budgets—that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

2.2.4.2 California Green Building Standards Code

The California Green Building Standards Code (CALGreen; CCR Title 24, Part 11) is a code with mandatory requirements for all nonresidential buildings (including industrial buildings) and residential buildings for which no other state agency has the authority to adopt green building standards. CALGreen also contains voluntary measures (i.e., Tier 1, Tier 2) that exceed minimum regulatory requirements. The

2022 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings became effective on January 1, 2023 (California Building Standards Commission [CBSC] 2022).

The development of CALGreen is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction.

CALGreen contains requirements for storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

2.2.4.3 Executive Order S-3-05

On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

2.2.4.4 Assembly Bill 32 – Global Warming Solution Act of 2006

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed by AB 32 to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

2.2.4.5 Executive Order B-30-15

On April 29, 2015, EO B-30-15 established a California GHG emission reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG emission reduction targets with those of leading international governments, including the 28 nation European Union. California met the target of reducing GHGs emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

2.2.4.6 Senate Bill 32

Senate Bill (SB) 32 (Amendments to the California Global Warming Solutions Action of 2006) extends California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EO B-30-15 of 80 percent below 1990 emissions levels by 2050.

2.2.4.7 Assembly Bill 197

A condition of approval for SB 32 was the passage of AB 197. AB 197 requires that CARB consider the social costs of GHG emissions and prioritize direct reductions in GHG emissions at mobile sources and large stationary sources. AB 197 also gives the California legislature more oversight over CARB through the addition of two legislatively appointed members to the CARB Board and the establishment a legislative committee to make recommendations about CARB programs to the legislature.

2.2.4.8 Assembly Bill 1493 and Advanced Clean Cars

AB 1493 (Pavley) requires that CARB develop and adopt regulations that achieve "the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." On September 24, 2009, CARB adopted amendments to the Pavley regulations that intend to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California's enforcement of AB 1493 (starting in 2009), while providing vehicle manufacturers with new compliance flexibility.

In January 2012, CARB approved Advanced Clean Cars I, a new emissions-control program for model years 2017 through 2025 including low-emission vehicle and zero-emission vehicle criteria. The Advanced Clean Cars II regulations were adopted in 2022, imposing the next level of low-emission and zero-emission vehicle standards for model years 2026 through 2035 that contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality targets.

By 2035 all new passenger cars, trucks, and SUVs sold in California will be zero emissions. The Advanced Clean Cars II regulations take the state's already growing zero-emission vehicle market and robust motor vehicle emission control rules and augments them to meet more aggressive tailpipe emissions standards and ramp up to 100 percent zero-emission vehicles (CARB 2024c).

2.2.4.9 Assembly Bill 341

The state legislature enacted AB 341 (PRC Section 42649.2), increasing the diversion target to 75 percent statewide. AB 341 requires all businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. The final regulation was approved by the Office of Administrative Law on May 7, 2012, and went into effect on July 1, 2012.

2.2.4.10 Executive Order S-01-07

This EO, signed by Governor Schwarzenegger on January 18, 2007, directs that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by the year 2020. It orders that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California and directs CARB to determine whether a LCFS can be adopted as a discrete early action measure pursuant to AB 32. CARB approved the LCFS as a discrete early action item with a regulation adopted and implemented in April 2010. Although challenged in 2011, the Ninth Circuit reversed the District Court's opinion and rejected arguments that implementing LCFS violates the interstate commerce clause in September 2013. CARB is therefore continuing to implement the LCFS statewide.

2.2.4.11 Senate Bill 350

Approved by Governor Brown on October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard eligible resources, including solar, wind, biomass, and geothermal. In addition, large utilities are required to develop and submit Integrated Resource Plans to detail how each entity will meet their customers resource needs, reduce GHG emissions, and increase the use of clean energy.

2.2.4.12 Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act of 2008, supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPOs). CARB periodically reviews and updates the targets, as needed.

Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate alternative planning strategy (APS) to meet the targets. The APS is not a part of the RTP. Qualified projects consistent with an approved SCS or APS categorized as "transit priority projects" would receive incentives to streamline CEQA processing.

2.2.4.13 Senate Bill 100

Approved by Governor Brown on September 10, 2018, SB 100 extends the renewable electricity procurement goals and requirements of SB 350. SB 100 requires that all retail sales of electricity to California end-use customers be procured from 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

2.2.4.14 Executive Order N-79-20

EO N-79-20, signed by Governor Newsom on September 23, 2020, establishes three goals for the implementation of zero emissions vehicles in California: first, 100 percent of in-state sales of new passenger cars and trucks will be zero-emissions by 2035; second, 100 percent of medium- and heavy-duty vehicles in the state will be zero-emissions vehicles by 2045 for all operations where feasible, and by 2035 for drayage trucks; and third, 100 percent of off-road vehicles and equipment will be zero emissions by 2035 where feasible.

2.2.4.15 Assembly Bill 1279

Approved by Governor Newsom on September 16, 2022, AB 1279, the California Climate Crisis Act, declares the policy of the State to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels. AB 1279 anticipates achieving these policies through direct GHG emissions reductions, removal of CO_2 from the atmosphere (carbon capture), and an almost complete transition away from fossil fuels.

2.2.4.16 Senate Bill 905

Approved by Governor Newsom on September 16, 2022, SB 905, Carbon Sequestration: Carbon Capture, Removal, Utilization, and Storage Program, requires CARB to establish a Carbon Capture, Removal, Utilization, and Storage Program to evaluate the efficacy, safety, and viability of carbon capture, utilization, or storage technologies and CO_2 removal technologies and facilitate the capture and sequestration of CO_2 from those technologies, where appropriate. SB 905 is an integral part of achieving the state policies mandated in AB 1279.

2.2.4.17 California Air Resources Board: Scoping Plan

The Scoping Plan is a strategy CARB develops and updates at least once every five years, as required by AB 32. It lays out the transformations needed across California's society and economy to reduce emissions and reach climate targets. The current 2022 Scoping Plan is the third update to the original plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 mandate of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual. The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG emission targets. The 2013 Scoping Plan assessed progress toward achieving the 2020 mandate and made the case for addressing short-lived climate pollutants (SLCPs). The 2017 Scoping Plan also assessed the progress toward achieving the 2020 limit and provided a technologically feasible and cost-effective path to achieving the SB 32 mandate of reducing GHGs by at least 40 percent below 1990 levels by 2030.

On December 15, 2022, CARB approved the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels; further reductions in SLCPs; support for sustainable development; increased action on natural and working lands to reduce emissions and sequester carbon; and the capture and storage of carbon (CARB 2022).

2.2.5 Regional Greenhouse Gas Emission Policies and Plans

2.2.5.1 Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG. In April 2024, SCAG's Regional Council adopted the 2024 RTP/SCS, *Connect SoCal 2024* (SCAG 2024).

2.2.6 Local Greenhouse Gas Emission Policies and Plans

2.2.6.1 City of Azusa General Plan

Although not drafted for the purpose of reducing GHG emissions, the Azusa General Plan, includes the following goals and policies related to reducing energy consumption, water consumption, and air pollution, which may have the co-benefit of reducing GHG emissions and may be applicable to the Project.

Chapter 3, The Built Environment

Goal

1 **Provide an electrical supply system that is able to meet the project electrical demands; upgrade and expand supply, transmission and distribution facilities; and pursue funding sources to reduce the cost of electric provision for the city**.

Policy 1.4. Minimize electrical consumption through site design, use of efficient systems, and other techniques.

Policy 1.6. Continue to require the incorporation of electrical conservation features in the design of all new construction and site development. Encourage the retrofit to existing buildings and development to include electrical conservation features, including, but not limited to, wireless technology and solar energy.

Goal

2. **Provide a water supply system that is able to meet the projected water demands; upgrade and expand water treatment, supply, and distribution facilities; and pursue funding sources to reduce the cost of water provision for the city.**

Policy 2.6. Minimize water consumption through site design, use of efficient systems, and other techniques.

Policy 2.8. Continue to require the incorporation of water conservation features in the design of all new construction and site development.

Chapter 4, Economy and Community

Economic Development Implementation Programs

EC8 Residential Improvement Program.

- Over time, encourage builders to incorporate energy-efficient features and other green building practices into new and renovated housing.

Chapter 5, Natural Environment

Air Quality Implementation Programs

AQ1 Design Review.

- Require facilities for the needs of automobiles, pedestrians, bicyclists, and transit riders in site design and site amenities.
- Encourage energy-efficient design elements in new development including appropriate site orientation, solar design, use of landscaping, and insulating materials, to reduce energy consumption for heating and cooling.

3.0 EXISTING CONDITIONS

In accordance with Section 15125 of the CEQA Guidelines, the baseline conditions described herein reflect the environmental setting at the time a Project Notice of Preparation for an Environmental Impact Report was released in December 2023. Separate approvals for the re-opening of the Azusa Greens County Club golf course have since occurred and golf related activities are currently occurring on-site; however, this analysis conservatively assumes the golf course site was not in operation as part of the baseline conditions. Although this analysis assumes no golf-related activities or vehicle trips associated with the golf course were occurring as part of the baseline conditions, operation of existing security lighting and ongoing watering of the golf course for maintenance purposes were assumed as part of the baseline conditions.

The Project site is currently developed with 16 holes of an 18-hole golf course and associated amenities including a clubhouse, parking lot, and driving range. The clubhouse is 10,032 SF and contains a kitchen and food service area, restrooms, retail area, and other operational facilities supporting the golf course use. Concrete paths throughout the golf course provide for golf cart circulation with three designated crossings at Sierra Madre Avenue, which bisects the golf course. Small, concrete structures provide restrooms throughout the course. Elevations at the Project site range from 629 to 707 feet above mean sea level. Habitat and land cover types within the Project site consists of developed, disturbed, ruderal, and Golf Course Greens (lawns), interspersed with landscaped/ornamental trees and shrubs.

3.1 SURROUNDING LAND USES

Based on the City of Azusa General Plan (General Plan) Land Use Map, the Project site is designated Recreation (City 2017). Based on the City's Zoning Map (2023), the Project site is zoned Recreation. The residential and golf course sites are within the Neighborhood General 3 area while the majority of the industrial site (excluding a small area at the eastern side) is within the City's DWL area.

The area around the Project site is dominated by industrial and residential uses. Industrial land uses are located west and south of the site. Specifically, these industrial uses occur within the Light Industrial General Plan land use designation and DWL zone. Two water conservation basins are located north of the site within the Recreation land use and zoning designation. Hodge Elementary School and Northside Park are also located at the southern edge of the southeastern portion of the golf course site.

Single-family and multi-family residential land uses are located north, east, and south of the site as well as interspersed throughout the Project site. These residential uses have land use and zoning designations varying between low density, medium density, and moderate density residential. The majority of the residential uses surrounding the Project site are also located within the Neighborhood General 3 area with the residences southeast of the Project site within the Neighborhood General 1 area.

3.2 CLIMATE AND METEOROLOGY

The Project site is in the SCAB, which consists of all or part of four counties: Los Angeles, San Bernardino, Riverside, and Orange. The distinctive climate of the SCAB is determined by its terrain and geographic location. The SCAB is a coastal plain with connecting broad valleys and low hills. It is bound by the Pacific Ocean to the southwest and high mountains around the rest of its perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light, average wind speeds.

The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. Winds in the Project area are usually driven by the dominant land/ sea breeze circulation system. Regional wind patterns are dominated by daytime onshore sea breezes. At night, the wind generally slows and reverses direction traveling toward the sea. Local canyons can also alter wind direction, with wind tending to flow parallel to the canyons. The vertical dispersion of air pollutants in the SCAB is hampered by the presence of persistent temperature inversions. High-pressure systems, such as the semi-permanent high-pressure zone in which the SCAB is located, are characterized by an upper layer of dry air that warms as it descends, restricting the mobility of cooler marine-influenced air near the ground surface, and resulting in the formation of subsidence inversions. Such inversions restrict the vertical dispersion of air pollutants released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog. The basin-wide occurrence of inversions at 3,500 feet above mean sea level or less averages 191 days per year (SCAQMD 1993).

The predominant wind direction in the vicinity of the Project site is from the southwest and the average wind speed is approximately 3.8 miles per hour (mph), as measured at the Azusa air quality monitoring approximately 0.25 mile southwest of the industrial site (SCAQMD 2017). The annual average maximum temperature in the Project area, as measured at the Azusa City Park climatic station, approximately 0.5 mile southeast of the Project site, is approximately 77.8 °F, and the annual average minimum temperature is approximately 47.7°F. Total precipitation in the Project area averages approximately 19.0 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer (Western Regional Climate Center [WRCC] 2024).

3.3 SENSITIVE RECEPTORS

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution and are referred to as sensitive receptors: adults over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases, such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptor locations. Examples of these sensitive receptor locations are residences, schools, hospitals, and daycare centers. Following OEHHA guidance for HRAs, the health impacts are analyzed for individual residents assumed to be standing in their primary outdoor spaces closest to the source of TACs from 17 to 21 hours per day (depending on the age group) every day for 30 years and for individual off-site workers assumed to be working with moderate intensity outside of a commercial or industrial building for 8 hours per day, 260 days per year. Because of these and other assumptions, health risk assessments are, by design, conservative (health protective).

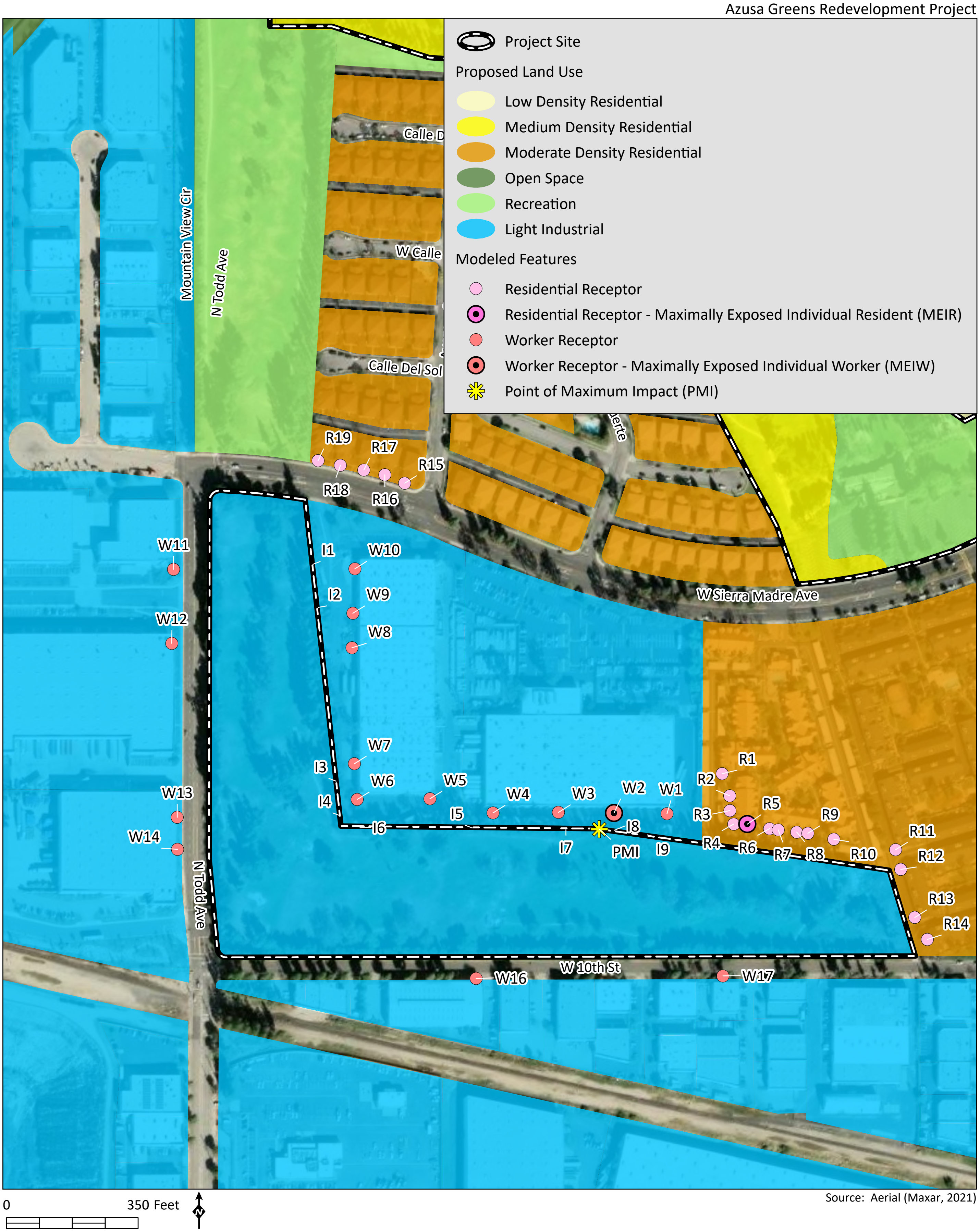
The closest existing sensitive receptor locations to the industrial site are multi-family residential properties adjacent to and northeast of the southeast portion of the industrial site, with primary outdoor spaces (apartment balconies and patios) located approximately 30 feet from the Project industrial site; see Figure 5, *Receptor Locations*. The closest existing sensitive receptor locations to the residential site are single-family properties adjacent to the residential site's western property line, with primary outdoor spaces (backyards and side yards) abutting the Project residential site. The closest school to the Project site is the Victor Hodge Elementary School, located south of the southern portion of the golf course site, approximately 840 feet northeast of the industrial site, and approximately 1,000 feet southeast of the residential site. As a residential development, the residential site would be a new sensitive receptor location.

3.4 EXISTING AIR QUALITY

Attainment designations are discussed in Section 2.1 and Table 4. The SCAB, including the Project site, is a federal and state nonattainment area for ozone and $PM_{2.5}$, and a state nonattainment area for PM_{10}.

3.4.1 Monitored Air Quality

The SCAQMD operates a network of ambient air monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of criteria air pollutants and determine whether the ambient air quality meets state and federal standards, pursuant to the CAAQS and the NAAQS. The nearest ambient monitoring station to the Project site is the Azusa monitoring station located approximately 0.25 mile south of the industrial site, which has available monitoring data through 2022. Air quality data collected at the Azusa monitoring station for the years 2020 through 2022 are shown in Table 6, *Air Quality Monitoring Data*. The most recent (2023) air quality monitoring data available within the vicinity of the Project site is from the Glendora-Laurel monitoring station located approximately 3.45 miles east of the golf course site. Monitoring data for the year 2023 from the Glendora-Laurel station is described below Table 6.



Source: Aerial (Maxar, 2021)

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HELIX Environmental Planning

Receptor Locations

Figure 5

Table 6
AIR QUALITY MONITORING DATA

Pollutant Standard	2020	2021	2022
Ozone (O_3) – Azusa Station			
Maximum concentration 1-hour period (ppm)	0.168	0.108	0.111
Maximum concentration 8-hour period (ppm)	0.125	0.086	0.080
Days above 1-hour state standard (>0.09 ppm)	53	20	6
Days above 8-hour state/federal standard (>0.070 ppm)	65	22	11
Coarse Particulate Matter (PM_{10}) – Azusa Station			
Maximum 24-hour concentration (μg/m^3)	152.3	79.4	98.2
Measured Days above 24-hr state standard (>50 μg/m^3)	9	11	7
Measured Days above 24-hr federal standard (>150 μg/m^3)	0	0	0
Annual average (μg/m^3)	40.4	33.4	38.3
Exceed state annual standard (20 μg/m^3)	Yes	Yes	Yes
Fine Particulate Matter ($PM_{2.5}$) – Azusa Station			
Maximum 24-hour concentration (μg/m^3)	102.7	61.9	18.4
Measured Days above 24-hour federal standard (>35 μg/m^3)	5	3	0
Annual average (μg/m^3)	13.1	11.4	10.1
Exceed state annual standard (12 μg/m^3)	Yes	Yes	No
Exceed state annual standard (9 μg/m^3)	Yes	Yes	Yes
Nitrogen Dioxide (NO_2) – Azusa Station			
Maximum 1-hour concentration (ppm)	0.065	0.078	0.048
Days above state 1-hour standard (0.18 ppm)	0	0	0
Days above federal 1-hour standard (0.100 ppm)	0	0	0
Annual average (ppm)	0.013	0.014	*
Exceed annual federal standard (0.053 ppm)	No	No	*
Exceed annual state standard (0.030 ppm)	No	No	*

Source: CARB 2024d
ppb = parts per billion; ppm = parts per million; μg/m^3 = micrograms per cubic meter, * = insufficient data available.

As shown in Table 6, monitoring data at the Azusa station reported exceedances of the 1-hour state ozone standard and 8-hour state/federal ozone standard multiple days in 2020 through 2022. For PM, the Azusa station reported: the state 24-hour standard was exceeded on multiple days in 2020 through 2022; the state annual average PM_{10} standard was exceeded for all years 2020 through 2022; the federal 24-hour $PM_{2.5}$ standard was exceeded on multiple days in 2020 and 2021; the new federal 2024 annual average PM_{10} standard was exceeded for all years 2020 through 2022; and the state annual average PM_{10} standard was exceeded in 2020 and 2021 (CARB 2024d). No exceedances of the state or federal 1-hour standard for NO_2 was reported for the years 2020 through 2022 at the Azusa station.

Monitoring data for 2023 is available at the Glendora-Laurel station, which reported exceedances of the of the 1-hour state ozone standard for 57 days in 2023 and the 8-hour state/federal ozone standard for 70 days in 2023. For PM_{10}, the Glendora-Laurel station reported no exceedances of the national 24-hour standard in 2023, with no data available for the state 24-hour standard. The Glendora-Laurel monitoring station did not have data available for $PM_{2.5}$ in 2023. No exceedances of the state or federal 1-hour standard for NO_2 were reported for 2023 at the Glendora-Laurel station (CARB 2024d).

3.4.2 Community Health Risks

The SCAQMD has conducted studies on carcinogenic risk from exposure to air toxics in the SCAB. The most recent is the Multiple Air Toxics Exposure Study V (MATES V). The MATES V Study includes a fixed site monitoring program with ten stations, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the SCAB. The study focuses on the carcinogenic risk from exposure to air toxics but does not estimate mortality or other health effects from particulate exposures. According to the MATES V Data Visualization interactive tool, the area around the Project site has a cumulative cancer risk from TACs of 534 in 1 million and 64.6 percent of the existing cumulative cancer risk from TACs is from DPM (SCAQMD 2024a).

3.5 GREENHOUSE GAS INVENTORIES

3.5.1 Worldwide and National Greenhouse Gas Inventory

In 2020, total anthropogenic GHG emissions worldwide were estimated at 49,800 million metric tons (MMT) of CO_2e emissions (PBL Netherlands Environmental Assessment Agency 2022). The five largest emitting countries and the European Union (EU-27), together account for about 60 percent of total global GHG emissions: China (27%), the United States (12%), the European Union (about 7%), India (7%), the Russian Federation (4.5%) and Japan (2.4%) (PBL 2022).

Per USEPA Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2020, total United States GHG emissions were approximately 5,981 MMT CO_2e in 2020 (USEPA 2022b). The primary GHG emitted by human activities in the United States was CO_2, which represented approximately 76.4% of total GHG emissions (4,760 MMT CO_2e). The largest source of CO_2, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 92.8% of CO_2 emissions in 2018 (5,031.8 MMT CO_2e). Relative to 1990, gross United States GHG emissions in 2020 were lower by 7.3%, down from a high of 15.2% above 1990 levels in 2007. GHG emissions decreased from 2019 to 2020 by 10.6%, and overall, net emissions in 2020 were 21.4% below 2005 levels (USEPA 2022b).

3.5.2 State Greenhouse Gas Inventory

CARB performed statewide inventories for the years 2000 to 2021, as shown in Table 7, *California Greenhouse Gas Emissions by Sector*. The inventory is divided into seven broad sectors of economic activity: agriculture, commercial and residential, electricity generation, industrial, transportation, High GWP, and Recycling and Waste (CARB 2024e). For comparison, the 1990 baseline inventory for AB 32 is also shown in Table 7 (CARB 2007). Emissions are quantified in MMT CO_2e.

Table 7
CALIFORNIA GREENHOUSE GAS EMISSIONS BY SECTOR

Sector	Emissions (MMT CO_2e)			
	1990	2000	2010	2021
Agriculture and Forestry	18.9 (4%)	30.8 (7%)	34.0 (8%)	30.9 (8%)
Commercial and Residential	44.1 (10%)	44.3 (10%)	46.0 (12%)	38.8 (10%)
Electricity Generation	110.5 (26%)	104.7 (23%)	90.3 (20%)	62.4 (16%)
High Global Warming Potential	-	6.6 (1%)	13.7 (3%)	21.3 (6%)
Industrial	105.3 (24%)	92.8 (20%)	88.1 (20%)	73.9 (19%)
Recycling and Waste	-	6.8 (1%)	7.8 (2%)	8.4 (2%)
Transportation	150.6 (35%)	175.3 (38%)	162.9 (37%)	145.6 (38%)
Unspecified Remaining	1.3 (<1%)	0.3 (<1%)	0.3 (<1%)	0.0 (0%)
Total	**430.7**	**461.6**	**442.7**	**381.3**

Source: CARB 2007; CARB 2024e
MMT = million metric tons; CO_2e = carbon dioxide equivalent; - = not analyzed

As shown in Table 7, statewide GHG source emissions totaled 430.7 MMT CO_2e in 1990, 471.1 MMT CO_2e in 2000, 448.5 MMT CO_2e in 2010, and 381.3 MMT CO_2e in 2021. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions (CARB 2007 and CARB 2024e).

4.0 METHODOLOGY AND SIGNIFICANCE CRITERIA

4.1 METHODOLOGY

Criteria pollutant and GHG emissions for the operation of the existing land use on the Project site and for the construction and operation of the project were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1. CalEEMod is a computer model used to estimate air emissions resulting from land development projects throughout the state of California. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air quality management and air pollution control districts. The calculation methodology, source of emission factors used, and default data is described in the CalEEMod User's Guide, and Appendices C, D, and G (CAPCOA 2022).

In brief, CalEEMod is a computer model that estimates criteria air pollutant and GHG emissions from mobile (i.e., on-road vehicular) sources, area sources (e.g., fireplaces, woodstoves, landscape maintenance equipment, and consumer products), energy use (electricity and natural gas used in space heating, ventilation, and cooling; lighting; and plug-in appliances), water use and wastewater generation, solid waste disposal, and refrigerants. Emissions are estimated based on land use information input to the model by the user.

In the first module, the user defines the specific land uses that will occur at the Project site. The user also selects the appropriate land use setting (urban or rural), operational year, location, climate zone, and utility provider. The input land uses, size features, and population are used throughout CalEEMod in determining default parameters and calculations in each of the subsequent modules. The input land use information consists of land use subtypes (such as convenience store with gas pumps) and their unit or square footage quantities.

Subsequent modules include construction and operations, each of which contains submodules including off-road equipment, mobile sources (on-road vehicle emissions), area sources (e.g., architectural coatings [painting], consumer products [cleansers, aerosols, solvents]), water and wastewater, solid waste, and refrigerants. Each module comprises multiple components including an associated mitigation module to account for further reductions in the reported baseline calculations. Other inputs include trip generation rates, trip lengths, vehicle fleet mix (percentage autos, trucks, etc.), trip distribution (percent work to home, etc.), duration and schedule of construction activities, construction equipment usage, construction material import and export, as well as other parameters.

In various places, the user can input additional information and/or override the default assumptions to account for project- or location-specific parameters. For this assessment, the default parameters were not changed unless Project-specific information was available and noted. The CalEEMod output files are included in Appendix A, *CalEEMod Output*, of this report.

4.1.1 Construction Emissions

Construction emissions were estimated using CalEEMod based on the proposed construction phases and equipment described below.

4.1.1.1 Construction Activities

Construction activities would include site preparation, grading, utility undergrounding, building construction, architectural coatings, and paving. Construction emissions were estimated based on the timeline provided by the Project engineer. Construction for Phase 1, the industrial site, would commence in November 2025 and be completed at the end of December 2026. Construction for Phase 2, the residential site, would commence in January 2026 and be completed at the end of September 2027. Construction for Phase 3, the golf course and clubhouse, would commence in January 2026 and take approximately one month to complete. The quantity, duration, and intensity of construction activity influence the amount of construction emissions and related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction activity is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction would be delayed or occur over a longer period, emissions could be reduced because of: (1) a more modern and cleaner-burning construction equipment fleet mix than assumed in the modeling; and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

Construction was assumed to occur five days per week with equipment operating up to eight hours per day. The anticipated construction schedule is shown below in Table 8, *Anticipated Construction Schedule*.

Table 8
ANTICIPATED CONSTRUCTION SCHEDULE

Construction Activity	Construction Period Start	Construction Period End	Number of Working Days
Phase 1 – Industrial Site			
Site Preparation	11/1/2025	12/31/2025	43
Grading	1/1/2026	2/28/2026	42
Underground Utilities	1/1/2026	1/31/2026	22
Building Construction	3/1/2026	12/31/2026	219
Architectural Coatings	10/1/2026	12/31/2026	66
Paving	12/1/2026	12/31/2026	22
Phase 2 – Residential Site			
Site Preparation	1/1/2026	3/31/2026	64
Grading	4/1/2026	5/31/2026	43
Underground Utilities	4/1/2026	6/30/2026	65
Building Construction	6/1/2026	7/31/2027	305
Architectural Coatings – Buildings	2/1/2027	7/26/2027	126
Architectural Coatings – Swimming Pool	7/27/2027	7/31/2027	4
Paving	8/1/2027	9/30/2027	65
Phase 3 – Golf Course Site			
Golf Course Realignment	1/1/2026	1/7/2026	5
Clubhouse Paving	1/8/2026	1/21/2026	10
Clubhouse Interior Painting	1/22/2026	1/31/2026	7

Source: CalEEMod

4.1.1.2 Construction Off-Road Equipment

The construction of the Project would require the use of heavy off-road equipment. All industrial site construction equipment estimates are based on default values in CalEEMod, with a water truck added for fugitive dust control, except for underground utilities excavation which would require one excavator per the Project engineer. Table 9, *Phase 1 Construction Equipment*, presents a summary of the modeled equipment for Phase 1 construction activities.

Table 9
PHASE 1 CONSTRUCTION EQUIPMENT

Equipment	Horsepower	Number	Hours/Day
Site Preparation			
Rubber-tired Dozers	367	3	8
Tractors/Loaders/Backhoes	84	4	8
Water Trucks	376	1	4
Grading			
Excavators	36	2	8
Graders	148	1	8
Rubber-tired Dozers	367	1	8
Scrapers	423	2	8
Tractors/Loaders/Backhoes	84	2	8
Water Trucks	376	1	4

Equipment	Horsepower	Number	Hours/Day
Underground Utilities			
Excavators	36	1	8
Building Construction			
Cranes	367	1	7
Forklifts	82	3	8
Generator Sets	14	1	8
Tractors/Loaders/Backhoes	84	3	7
Welders	46	1	8
Water Trucks	376	1	4
Architectural Coating			
Air Compressors	37	1	6
Paving			
Pavers	81	2	8
Paving Equipment	89	2	8
Rollers	36	2	8

Source: CalEEMod

All Phase 2, residential site, construction equipment estimates are based on default values in CalEEMod, with a water truck added for fugitive dust control, except for underground utilities excavation which would require two excavators per the Project engineer. Table 10, *Phase 2 Construction Equipment*, presents a summary of the modeled equipment for Phase 2 construction activities.

Table 10
PHASE 2 CONSTRUCTION EQUIPMENT

Equipment	Horsepower	Number	Hours/Day
Site Preparation			
Rubber-tired Dozers	367	3	8
Tractors/Loaders/Backhoes	84	4	8
Water Trucks	376	1	4
Grading			
Excavators	36	2	8
Graders	148	1	8
Rubber-tired Dozers	367	1	8
Scrapers	423	2	8
Tractors/Loaders/Backhoes	84	2	8
Water Trucks	376	1	4
Underground Utilities			
Excavators	36	2	8
Building Construction			
Cranes	367	1	7
Forklifts	82	3	8
Generator Sets	14	1	8
Tractors/Loaders/Backhoes	84	3	7
Welders	46	1	8
Water Trucks	376	1	4
Architectural Coating			
Air Compressors	37	1	6

Equipment	Horsepower	Number	Hours/Day
Paving			
Pavers	81	2	8
Paving Equipment	89	2	8
Rollers	36	2	8

Source: CalEEMod

Phase 3, golf course site, construction would include grading for the realignment of the 7th hole tee box and 8th hole green and for minor parking lot expansion, assumed to require a rubber-tired dozer, a grader, and a backhoe. The golf course clubhouse interior painting and parking lot pavement renovation activities were modeled using CalEEMod defaults. Table 11, *Phase 3 Construction Equipment*, presents a summary of the modeled equipment for Phase 3 construction activities.

Table 11
PHASE 3 CONSTRUCTION EQUIPMENT

Equipment	Horsepower	Number	Hours/Day
Grading			
Rubber-tired Dozers	367	1	8
Graders	148	1	8
Tractors/Loaders/Backhoes	84	1	8
Water Trucks	376	1	1
Clubhouse Interior Painting			
Air Compressors	37	1	6
Parking Lot Pavement Renovations			
Pavers	81	1	8
Paving Equipment	89	1	8
Rollers	36	1	8

Source: CalEEMod

4.1.1.3 Construction On-Road Trips

Worker commute trips and vendor delivery trips were modeled based on CalEEMod defaults. Worker trips for Phase 1 construction are anticipated to vary between 20 and 188 trips per day, depending on construction activity. Exporting vegetation/debris from the site during Phase 1 site preparation would result in approximately 80 one-way haul trips (an average of approximately 2 one-way trips per workday). Phase 1 grading cut and fill would be balanced on-site and would not require import or export of soil. Phase 1 paving would require 97 loads of aggregate/asphalt import based on 12 inches of uncompressed depth and 16 CY per tandem trailer load, resulting in approximately 87 one-way trips per day.

Worker trips for Phase 2 construction are anticipated to vary between 20 and 204 trips per day, depending on construction activity. Exporting vegetation from the site during Phase 2 site preparation would result in approximately 100 one-way haul trips resulting in an average of approximately 2 one-way trips per workday. Phase 2 grading would require 31,060 CY of cut and 22,450 CY of fill resulting in an export of 8,610 CY, approximately 1,076 one-way haul trips, and an average of approximately 25 one-way trips per workday. Phase 2 paving would require 97 loads of aggregate/ asphalt import based on 12 inches of uncompressed depth and 16 CY per tandem trailer load, resulting in approximately 39 one-way trips per day.

Worker trips for Phase 3 construction are anticipated to vary between 6 and 10 trips per day, depending on construction activity. Phase 3 grading cut and fill would be balanced on-site and would not require import or export of soil. The CalEEMod default worker, vendor and haul trip distances, and default fleet mixes, were used in the model for all phases of construction.

4.1.1.4 Construction Architectural Coatings

Architectural coatings applied during construction were assumed to be building interior and exterior coatings and pavement marking. The Project would use building architectural coatings (e.g., paint) with VOC content not to exceed 50 g/L in accordance with the South Coast Air Quality Management District's (SCAQMD's) limits in Rule 1113 for standard building paints (i.e., building envelope coating, flat coating, floor coating, and non-flat coating). Per SCAQMD Rule 1113, pavement marking would have a maximum VOC content of 100 g/L. CalEEMod does not have the capability to calculate VOC emissions from the application of swimming pool coatings. Therefore, the VOC emissions resulting from painting the residential site swimming pool were calculated separately assuming the coatings would have the maximum allowable VOC content of 340 g/L for swimming pool coatings per SCAQMD Rule 1113, and assuming the application of two coats over four workdays. The area to be coated was estimated from the site plan. A printout of the swimming pool coatings calculation sheet is included in Appendix B, *Swimming Pool Coating VOC Emissions*, to this report.

4.1.2 Operation Emissions

Operational impacts were estimated using CalEEMod. Operational sources of emissions include mobile (transportation), area, energy, water/wastewater, and solid waste.

4.1.2.1 Mobile (Transportation) Sources

Operational emissions from mobile source emissions are associated with Project-related VMT (calculated in the model from trip generation and trip lengths). Per the Transportation Impact Study (TIS), Phase 1 (industrial site) would generate 1,719 average daily trips (ADT), Phase 2 (residential site) would generate 831 ADT, and Phase 3 (golf course) would generate 273 ADT (Linscott Law and Greenspan Engineers [LLG] 2024). For Phase 1, 88 daily truck trips were estimated in the TIS, of which 32.7 percent would be two-axle trucks, 17.9 percent would be three-axle trucks, and 49.9 percent would be four or more axle trucks (LLG 2024). The industrial site truck fleet mix was modeled in CalEEMod assuming two-axle trucks were assumed to light-heavy duty two (LHDT2; 10,001 to 14,000 pounds gross vehicle weight), three-axle trucks were assumed to be medium-heavy duty (MHDT; 14,001 to 33,000 pounds gross vehicle weight), and four or more axle truck were assumed to be heavy-heavy duty (HHDT; greater than 33,000 pounds gross vehicle weight). The fleet mix for all other trips were modeled using CalEEMod defaults. All industrial site truck trips were assigned to the industrial land use in CalEEMod. Truck trip distances were modeled using the SCAQMD recommended distance of 40 miles for warehouse projects, assuming only the local portion of each truck trip (local delivery or highway access) would result in new VMT to the region (SCAQMD 2021b). CalEEMod default trip distances and purposes were used for all other trips.

4.1.2.2 Area Sources

Area sources include emissions from landscaping equipment, the use of consumer products, and the reapplication of architectural coatings for maintenance. Emissions associated with area sources were estimated using the CalEEMod default values.

4.1.2.3 Energy Sources

Development within the Project site would use electricity for lighting, heating, cooling, and appliances. Electricity generation typically entails the combustion of fossil fuels, including natural gas and coal, which is then transmitted to end users. A building's electricity use is thus associated with the off-site or indirect emission of GHGs at the source of electricity generation (power plant). As described in Section 1.2, all Project buildings, except for the residential site clubhouse and the existing golf course site clubhouse, would be all-electric (would not use natural gas) except for the existing golf course clubhouse. Therefore, the default CalEEMod natural gas use for the industrial site and residential buildings was converted to the equivalent energy in electricity (1,000 British Thermal Units is equal to 0.293 kilowatts [kW] of electricity) and added to the CalEEMod default electricity use. The 2022 Title-24 Part 6 building energy code requires most new commercial and industrial buildings in California to install on-site photovoltaic electricity generation (e.g., solar panels). The required capacity of solar electricity generation is dependent on the conditioned building space (interior area that is heated/cooled). The minimum solar panel electrical generation capacity for Project buildings was calculated per 2022 Title 24 Part 6, equation 140.110-A and equation 170.2-C. These energy calculations are estimates of solar panels the project is likely to be required to install in compliance with Title 24 Part 6 Building Energy Efficiency Standards. The calculations are dependent on the conditioned space in the buildings and on the available unshaded roof area. The official solar calculations will be completed by the applicant as part of the required Title 24 energy analysis prior to the City issuing building permits. The estimated Project solar panel capacity would be 121 kW for the industrial site and 386 kW for the residential site. The average energy generated by the Project solar panels was calculated using the National Renewable Energy Laboratory's PVWatts Calculator. The Project solar panels would generate 202,873 kilowatt-hours (kWh) per year for the industrial site and 649, 256 kWh per year for the residential site (National Renewable Energy Laboratory 2025). A printout of the solar energy calculation sheet is included as Appendix C, *Solar Calculations*, to this report. The solar energy generated was accounted for in the modeling using measure E-10-B in the CalEEMod measures section.

4.1.2.4 Water and Wastewater Sources

Water-related GHG emissions are from the conveyance and treatment of water and wastewater. Outdoor water use (i.e., landscape irrigations) for the residential site was provided in the landscape plan: 4,522,423 gallons per year (MJS Landscape Architecture 2023). The projected water demand for the industrial buildings is approximately 13,272 gallons per day, or approximately 4,844,280 gallons per year (Thienes Engineering, Inc. 2024). Irrigation has been maintained for the golf course during closure and the Project would not result in changes in golf course water use over existing conditions. Residential site indoor water use (and the equivalent wastewater generation) and industrial site outdoor water use were modeled using CalEEMod defaults.

4.1.2.5 Solid Waste Sources

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. CalEEMod determines the GHG emissions associated with disposal of solid waste into landfills. Portions of these emissions are biogenic. CalEEMod methods for quantifying GHG emissions from solid waste are based on the IPCC method using the degradable organic content of waste. Solid waste was modeled using CalEEMod defaults.

4.1.2.6 Refrigerants

CalEEMod calculates GHG emissions associated with refrigerants (typically HFCs or blends of gases containing HFCs) which are emitted through leakage or maintenance from Project refrigeration systems, freezers, and air conditioning systems. Refrigerant emissions were calculated using CalEEMod defaults.

4.1.3 Localized Significance Threshold Methodology

As part of the SCAQMD's environmental justice program, more attention has been focused on localized air quality effects. Also, while regional impact analysis is based on attaining or maintaining regional emissions standards, localized impact analysis compares the concentration of a pollutant at a receptor site to a health-based standard.

SCAQMD has developed a localized significance threshold (LST) methodology and mass rate look-up tables by source receptor area (SRA) that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard; they are developed based on the ambient concentrations of that pollutant for each SRA (SCAQMD 2009). The LST methodology translates the concentration standards into emissions thresholds that are a function of project site area, source to receptor distance, and the location within the SCAB. Per guidance from SCAQMD, the site area should correspond to the maximum daily acres disturbed by construction as calculated using the CalEEMod default acres graded methodology where crawler tractors, rubber-tired dozers, and graders are assumed to grade 0.5 acre per day each, and scrapers are assumed to grade one acre per day each (SCAQMD 2025). If a project exceeds the LST look-up values, then the SCAQMD recommends that Project-specific localized air quality modeling be performed.

The proposed Project site is within SRA 9, East San Gabriel Valley. The closest sensitive receptor locations are multi-family residences with primary outdoor spaces (balconies and patios) approximately 30 feet east of the industrial site and single-family residences adjacent to the west side of the residential site, with primary outdoor spaces (backyards and side yards) abutting the Project residential site. Therefore, the LSTs in SRA 9 with receptors located between 0 and 25 meters (0 to 82 feet) are used in this analysis.

4.1.4 LST Dispersion Modeling

Where daily localized criteria pollutant emissions exceed the SCAQMD LSTs, localized impacts were analyzed using dispersion modeling to determine if the SCAQMD construction period concentration thresholds would be exceeded. The emissions were calculated utilizing the CalEEMod output data for on-site emissions. Localized pollutant concentrations were modeled using Lakes AERMOD View version 12.0.0. The Lakes program utilizes USEPA's AERMOD Gaussian air dispersion model version 23132. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the release heights of the emission sources (i.e., complex terrain). AERMOD is the USEPA's regulatory dispersion model specified in the Guideline for Air Quality Methods (Code of Federal Regulations, Title 40, Part 51). Modeling was completed using the methodology described in SCAQMD's LST Methodology (SCAQMD 2008a) and Modeling Guidance for AERMOD (SCAQMD 2024b). The LST dispersion modeling input calculation sheets and output reports are included in Appendix D, *PM Dispersion Modeling*, to this report.

4.1.4.1 Source Parameters

Emissions of PM_{10} and $PM_{2.5}$ produced onsite during Project construction were modeled as area sources with a release height of zero meters and an initial plume height of one meter. The area sources for modeling annual average PM_{10} concentrations corresponded to the site area of the industrial site, residential site and approximate area anticipated for grading around 7th hole tee box and 8th hole green for the golf course. For modeling maximum daily PM_{10} and $PM_{2.5}$ concentrations, construction equipment could be operating anywhere within the Project sites. To be conservative in modeling 24-hour pollutant concentrations from construction in the industrial and residential sites, all construction equipment was assumed to be working in an area near the closest off-site sensitive receptor locations: at the east end of the industrial site encompassing Building 5 and Building 6; and at the south end of the residential site encompassing the area between the residential neighborhood to the west and the golf course driving range to the east. The location of the area sources is shown on the dispersion concentration results graphics included in Appendix D. Modeling assumed eight hours of construction equipment use per day occurring Monday through Friday from 8 a.m. to 4 p.m. (SCAQMD 2008a).

4.1.4.2 Meteorological Data

SCAQMD provides pre-processed meteorological data suitable for use with AERMOD (SCAQMD 2017). The available data set recommended by SCAQMD for the Project area was from the Azusa station, located approximately 0.25 mile south of the industrial site. A wind rose for the Azusa station shows an average wind speed of 3.8 mph from the southwest (SCAQMD 2017). The wind rose graphics are included in Appendix D to this report. The Azusa station data set includes 5 years of data collected between 2012 and 2016. Urban dispersion coefficients with a Los Angeles County population of 9,818,605 were selected in the model in accordance with SCAQMD modeling recommendations (SCAQMD 2024b).

4.1.4.3 Terrain Data

United States Geological Survey (USGS) Digital Elevation Model (DEM) files with a 30-meter resolution covering an area approximately 1.4 kilometers by 1.4 kilometers around the Project site were used in the model to cover the analysis area. Terrain data was imported to the model using AERMAP, a terrain preprocessing program for AERMOD.

4.1.5 Health Risk Assessment

An HRA was prepared to analyze potential health risks to nearby sensitive receptors and off-site workers from the emission of DPM during operation of the industrial site in accordance with applicable portions of the OEHHA Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015), and applicable portions of the SCAQMD's Modeling Guidance for AERMOD (SCAQMD 2024b). HRA modeling inputs and outputs are included in Appendix E, *HRA Modeling Input/Output*, to this report.

4.1.5.1 Toxic Air Contaminant Emissions

Available air quality models and complications of emissions factors do not include DPM emissions. However, because nearly all DPM consists of particles 10 microns in diameter or less, DPM emissions are approximately equal to PM_{10} exhaust emissions from diesel engines. All DPM emissions calculations used in the Project HRA were based on PM_{10} exhaust emissions. Printouts of the DPM emissions calculation sheets are included in Appendix E to this report.

Calculations of operational DPM emissions were based on the Project truck trip generation estimate described in the Project TIS (LLG 2024). Trucks entering and exiting the Project driveways and circulating within the Project site were assumed to be traveling at 10 mph. All trucks were assumed to idle at the loading docks for the maximum allowable 5 minutes after arriving and again before leaving the Project site, plus one additional minute corresponding to low-speed reversing in the loading dock areas. Truck idling emissions were assumed to be approximately equivalent to truck emissions at 5 mph.

Emissions of DPM from trucks circulating and idling within the industrial site were calculated using emission factors from CARB's EMFAC2021 version 1.0.2 online database (CARB 2024f). The truck fleet mix was estimated from the Project TIS, which reported that 32.7 percent of the industrial site truck trips would be two-axle trucks, 17.9 percent would be three-axle trucks, and 49.9 percent would be four or more axle trucks (LLG 2024). The industrial site truck fleet mix was modeled assuming two-axle trucks were assumed to be LHDT2 (10,001 to 14,000 pounds gross vehicle weight), three-axle trucks were assumed to be MHDT (14,001 to 33,000 pounds gross vehicle weight) and four or more axle truck were assumed to be HHDT (greater than 33,000 pounds gross vehicle weight).

Because five percent of the Project's industrial building space could be used for refrigerated warehousing, five percent of all trucks (4.4 out of 88) entering or exiting the industrial site were assumed to be equipped with a TRU. Although a small percentage of TRUs currently in service are capable of running off of batteries or plugging into power supplies at a loading dock, to be conservative (health protective), all TRUs were assumed to be directly powered by a diesel engine or be electrically powered and supplied by a diesel-powered generator mounted on the truck or trailer.

Emissions of DPM for TRUs were calculated using emission factors from CARB's OFFROAD2021 version 1.0.6 online database (CARB 2024g). OFFROAD 2021 contains population and emission data for TRUs directly powered by a diesel engine, and for TRUs supplied by a diesel-powered generator. TRUs were assumed to operate for an average total of 4 hours at the loading dock before and/or after unloading/loading.

4.1.5.2 HRA Dispersion Modeling

Localized concentrations of DPM were modeled using Lakes AERMOD View version 12.0.0. Plot files from AERMOD using unitized emissions (one gram per second) for each DPM source were imported into CARB's Hotspots Analysis and Reporting Program (HARP), Air Dispersion Modeling and Risk Tool (ADMRT) version 22118. The ADMRT calculated ground-level concentrations of DPM utilizing the imported plot files and the annual and hourly emissions inventory. The modeling input and output are included in Appendix E to this report

Source Parameters

Trucks circulating within the industrial site were modeled as line volume sources following methodology/calculations recommended in the USEPA Haul Road Workgroup Final Report, using an average truck height of 4 meters (13.1 feet), the average road width for on-street travel, and an average truck width of 2.6 meters (8.5 feet) for driveways and on-site circulation (USEPA 2011). Line volume sources were created for each industrial site driveway leading to the building loading dock area. Building 4 and Building 5 would have two potential truck entry/exit routes, see Figure 3. Truck trips were divided between the line volume sources based on the building's industrial space square footage. Emissions for each line volume source include trucks moving and TRUs running.

Trucks parked in the loading dock area and parking area were modeled as volume sources with a 12-meter (39-foot) wide base and a height of 4 meters (13.1 feet), with each volume source corresponding to 3 to 5 loading docks depending on the number of loading docks shown on the site plan: Building 1, four loading docks and one volume source; Building 2, five loading docks and one volume source; Building 3, eight loading docks and two volume sources; Building 4, 11 loading docks and three volume source; Building 5, 15 loading docks and four volume source; and Building 6, six loading dock and two volume sources. Emissions for each volume source include trucks idling and TRUs running. Locations of the modeled sources are shown in the risk isopleth figures included in Appendix E to this report.

Emissions of DPM would not be constant throughout the day. However, since the industrial buildings are assumed to operate 24 hours per day, 7 days per week, the truck volume was assumed to be steady throughout all hours of the day and week (the variable emissions option for source parameters was not used).

Meteorological Data

SCAQMD provides pre-processed meteorological data suitable for use with AERMOD (SCAQMD 2017). The available data set recommended by SCAQMD for the Project area was from the Azusa station, approximately 0.25 mile south of the industrial site. A wind rose for the Azusa station shows an average wind speed of 3.8 mph from the southwest (SCAQMD 2017). The wind rose graphics are included in Appendix E to this report. The Azusa station data set includes 5 years of data collected between 2012 and 2016. Urban dispersion coefficients with a Los Angeles County population of 9,818,605 were selected in the model in accordance with SCAQMD modeling recommendations (SCAQMD 2024b).

Terrain Data

USGS DEM files with a 30-meter resolution covering an area approximately 1.4 kilometers by 1.4 kilometers around the Project site were used in the model to cover the analysis area. Terrain data was imported to the model using AERMAP.

Receptor Modeling

To develop risk isopleths (linear contours showing equal level of risk), receptors were placed in a cartesian grid 1,400 meters by 1,400 meters (approximately 0.87 mile by 0.87 mile), centered on the Project site with a grid spacing of 20 meters (66 feet), in accordance with the SCAQMD guide recommendations (SCAQMD 2024b). To ensure the area of maximum off-site impact was captured, receptors were placed along the industrial site boundary at 10-meter (33 feet) intervals. Additional discrete receptors were placed at the closest primary outdoor spaces for the 19 closest residences around the industrial site and 17 closest worker locations (commercial or industrial buildings). See Figure 5.

4.1.5.3 Risk Determination

Health risks resulting from the localized concentration of DPM were estimated using the ADMRT. The latest cancer slope factors and chronic Reference Exposure Limits (RELs), and exposure paths for all TACs designated by CARB are included in ADMRT. For the residential cancer risk, an exposure duration of 30 years was selected in accordance with the OEHHA (2015) guidelines.

The model conservatively assumes that residents would be standing and breathing outdoors at the location of the property line closest to the Project every day between 17 and 21 hours per day (depending on the age group, starting with infants in utero in the third trimester of pregnancy) for 30 years. The Risk Management Policy (RMP) using the derived method for the intake rate percentile was selected in accordance with the SCAQMD guide recommendations (SCAQMD 2024b). For off-site worker cancer risk, an exposure duration of 25 years was selected with an assumption of 8 hours per day, 5 days per week of exposure while standing outside with moderate intensity breathing rates, in accordance with the OEHHA guidelines. Because DPM only has an inhalation cancer slope factor and an inhalation chronic REL, only the cancer risk and chronic risk from exposure to DPM was evaluated (acute risk and 8-hour chronic risk would be zero), and only the inhalations pathway was evaluated. The risk modeling input and output is included in Appendix E to this report.

Cancer burden evaluates an overall population's increased cancer risk and is defined as the increases in cancer cases in the population due exposure to TACs from a Project. Cancer burden is calculated differently from individual risk. Per OEHHA, cancer burden uses a 70-year exposure to evaluate population-wide cancer risk, and the cancer burden only evaluates residential exposure (not worksites). Cancer burden is calculated by multiplying the number of residents exposed to an incremental excess cancer risk of 1 in 1 million or greater by the estimated incremental excess cancer risk of the maximally exposed individual resident (MEIR).

4.2 SIGNIFICANCE CRITERIA

4.2.1 Air Quality

Thresholds used to evaluate potential air quality and odor impacts are based on applicable criteria in the CEQA Guidelines Appendix G. A significant air quality and/or odor impact could occur if the implementation of the proposed Project would:

1. Conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan, or applicable portions of the SIP; or
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the SCAB is non-attainment under an applicable NAAQS or CAAQS; or
3. Expose sensitive receptors to substantial pollutant concentrations; or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines states that the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. The SCAQMD has established significance thresholds to assess the regional and localized impacts of Project-related air pollutant emissions. The significance thresholds are updated, as needed, to appropriately represent the most current technical information and attainment status in the SCAB. Table 12, *SCAQMD Thresholds of Significance*, presents the most current significance thresholds, including regional daily thresholds for short-term construction and long-term operational emissions; maximum incremental cancer risk and hazard indices for TACs; and maximum ambient concentrations for exposure of sensitive receptors to localized pollutants. A project with daily emission rates, risk values, or concentrations below these thresholds is generally considered to have a less than significant effect on air quality.

Table 12
SCAQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction	Operation
Mass Daily Thresholds (pounds per day)		
VOC	75	55
NO_X	100	55
CO	550	550
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
Lead	3	3
Toxic Air Contaminants		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Ambient Air Quality for Criteria Pollutants		
NO_2	1-hour average ≥ 0.18 ppm Annual average ≥ 0.03 ppm	
CO	1-hour average ≥ 20.0 ppm (state) 8-hour average ≥ 9.0 ppm (state/federal)	
PM_{10}	24-hour average ≥ 10.4 μg/m^3 (construction) 24-hour average ≥ 2.5 μg/m^3 (operation) Annual average ≥ 1.0 μg/m^3	
$PM_{2.5}$	24-hour average ≥ 10.4 μg/m^3 (construction) 24-hour average ≥ 2.5 μg/m^3 (operation)	
SO_2	1-hour average ≥ 0.075 ppm 24-hour average ≥ 0.04 ppm	

Source: SCAQMD 2019
VOC = volatile organic compound; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = respirable particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 microns or less; SO_X = sulfur oxides; TACs = toxic air contaminants; GHG = greenhouse gas; MT/yr = metric tons per year; CO_2e = carbon dioxide equivalent; NO_2 = nitrogen dioxide; ppm = parts per million; μg/m^3 = micrograms per cubic meter.

4.2.2 Greenhouse Gases

Given the relatively small levels of emissions generated by a typical development in relationship to the total amount of GHG emissions generated on a national or global basis, individual development projects are not expected to result in significant, direct impacts to climate change. However, given the magnitude of the impact of GHG emissions on the global climate, GHG emissions from new development could result in significant, cumulative impacts with respect to climate change. Therefore, the potential for a significant GHG emissions impact is limited to cumulative impacts.

According to Appendix G of the CEQA Guidelines, a project would have a significant environmental impact if it would:

(1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

(2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The determination of significance is governed by CEQA Guidelines 15064.4, entitled "Determining the Significance of Impacts from Greenhouse Gas Emissions." CEQA Guidelines Section 15064.4(a) states, "[t]he determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to … [use a quantitative model or qualitative model]" (emphasis added). In turn, CEQA Guidelines Section 15064.4(b) clarifies that a lead agency should consider "Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project." Therefore, consistent with CEQA Guidelines Section 15064.4, the GHG emissions analysis for the Project appropriately relies upon a threshold based on the exercise of careful judgment and is believed to be appropriate in the context of this Project.

On December 5, 2008, the SCAQMD Governing Board adopted its Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans for projects where the SCAQMD is the lead agency. The SCAQMD's interim GHG significance threshold uses a tiered approach to determining significance. Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA. Tier 2 consists of determining whether or not the project is consistent with a GHG emission reduction plan that may be part of a local general plan, for example. Tier 3 establishes a screening significance threshold level to determine significance using a 90 percent emission capture rate approach. Tier 4, to be based on performance standards, is yet to be developed. Under Tier 5 the project proponent would allow offsets to reduce GHG emission impacts to less than the proposed screening level.

For industrial projects with emissions primarily from stationary sources, the SCAQMD has adopted a threshold of 10,000 metric tons (MT) CO_2e per year. The SCAQMD has continued to consider the adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG emission impacts from various uses. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e/year), commercial projects (1,400 MT CO_2e/year), and mixed-use projects (3,000 MT CO_2e/year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e/year would be used for all non-industrial and mixed-use projects. These thresholds have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If the CARB adopts statewide significance thresholds, SCAQMD staff plans to report back to the SCAQMD Governing Board regarding any recommended changes or additions to the SCAQMD's interim threshold.

As the City does not currently have any approved quantitative thresholds related to GHG emissions, and because a substantial portion of the Project's GHG emissions would be from mobile sources (not from stationary source industrial processes), the quantitative analysis provided herein relies upon the SCAQMD proposed screening threshold for non-industrial or mixed-use facility projects of 3,000 MT CO_2e (SCAQMD 2008b).

5.0 AIR QUALITY IMPACT ANALYSIS

This section evaluates potential impacts related to air pollutant emissions resulting from the implementation of the Project. Project-level air quality modeling was completed as part of this analysis.

5.1 ISSUE 1: CONFLICT WITH AIR QUALITY PLANS

5.1.1 Impacts

In accordance with the procedures established in SCAQMD's CEQA Air Quality Handbook, the following criteria are required to be addressed to determine the Project's consistency with applicable SCAQMD and SCAG policies (SCAQMD 1993):

- Criterion 1: Would the Project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Criterion 2: Would the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP control measures?

5.1.1.1 Criterion 1

As discussed in Section 5.2, below, construction and operation of the Project would not result in emissions of criteria pollutants and precursors exceeding the SCAQMD's thresholds. The threshold levels have been established to ensure that typical development projects that do not exceed the threshold levels would not increase the frequency or severity of existing air quality violations or contribute to new air quality violations. Therefore, the Project would not conflict with criterion 1.

5.1.1.2 Criterion 2

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022

AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City's General Plan and SCAG's RTP/SCS.

At full buildout, the Project is estimated to support 481 jobs on-site, comprised of 464 full-time equivalent jobs from the industrial site, 5 from the residential site, and 12 from the golf course site. The residential site would have a population of 465 people. The Project proposes a General Plan Amendment for the industrial site to change the land use designation from Recreation to Light Industrial and for the residential site to change the land use designation from Recreation to Neighborhood General 3 Medium Density Residential. A change in land use does not necessarily result in a conflict with the AQMP. However, the General Plan amendments required to implement the Project would result in more emissions-intensive land uses than those accounted for in SCAG's RTP/SCS, which reflects the adopted land uses of the City's General Plan. Therefore, further discussions of the Project's emissions and Project consistency with mobile source emission assumptions underlying the AQMP are provided below.

As discussed in Section 5.2, below, the Project's construction and operational emissions would not exceed the SCAQMD's regional thresholds, and no air quality mitigation measures would be required. The Project would comply with all applicable rules and regulations including the SCAQMD's Rule 403, which requires control of fugitive dust and implementation of best management practices, and Rule 1113 which limits the VOC content in paints.

Pursuant to Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving portions of the AQMP relating to the integration of regional land use programs, measures, and strategies. The SCAQMD combines its portion of the AQMP with those prepared by SCAG. The RTP/SCS and Transportation Control Measures, included in the 2022 AQMP/SIP for the SCAB, are based on SCAG's 2020-2045 RTP/SCS (the previous RTP/SCS).

For typical land use development projects, the 2020-2045 RTP/SCS land use control measures (i.e., goals and policies) focus on the reduction of vehicle trips and VMT. The Project site is not located in an area identified in the 2020-2045 RTP/SCS for dense growth, transportation-oriented development, or focused transportation and multi-modal improvements. Per the Project VMT analysis in the TIS, the Project's industrial site, residential site, and golf course site would generate VMT per capita (i.e., VMT per Project employee and VMT per Project resident) that would exceed the applicable thresholds. With all feasible mitigation applied, the Project's VMT impact would be significant and unavoidable (LLG 2024). Therefore, the Project would conflict with the 2022 AQMP transportation control measures based on the SCAG's 2020-2045 RTP/SCS.

5.1.2 Significance of Impacts

The Project would require a General Plan Amendment to change the Project site land use designations, resulting in more emissions-intensive land uses than those accounted for in the 2022 AQMP. In addition, the Project would conflict with transportation control measures in the 2022 AQMP due to the Project's significant VMT impact. Therefore, the Project would conflict with or obstruct implementation of the SCAQMD's AQMP, and the impact would be potentially significant.

5.1.3 Mitigation Framework

The primary source of the conflict with the 2022 AQMP is the Project's unaccounted for change in land uses and the Project's VMT impact. Per the Project VMT analysis in the TIS, the Project's industrial site, residential site, and golf course would generate VMT per capita (i.e., VMT per Project employee and VMT per Project resident) that would exceed the applicable thresholds. Mitigation to reduce Project VMT would include measures requiring bicycle parking facilities, a commute trip reduction program, and a ride-sharing program. With all feasible mitigation applied, the Project's VMT impact would be significant and unavoidable (LLG 2024). Because there would be no feasible mitigation which would reduce the VMT impact, there would be no feasible mitigation which would reduce the impact from conflicts with the 2022 AQMP to less than significant.

5.1.4 Significance After Mitigation

There would be no feasible mitigation which would reduce the VMT impact and the associated conflict with the AQMP to less than significant. The Project would conflict with or obstruct implementation of the SCAQMD's AQMP, and the impact would be significant and unavoidable.

5.2 ISSUE 2: CUMULATIVELY CONSIDERABLE NET INCREASE OF NONATTAINMENT CRITERIA POLLUTANTS

5.2.1 Impacts

By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the region. The Project would generate criteria pollutants and precursors in the short-term during construction and the long-term during operation. To determine whether a project would result in cumulatively considerable emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project's emissions are evaluated based on the quantitative emission thresholds described in Section 4.2.1.

5.2.1.1 Construction

The Project construction emissions were estimated using CalEEMod as described in Section 4.1.1. The complete CalEEMod output files are included in Appendix A to this report and the swimming pool coating calculation sheet is included in Appendix B to this report. The results of the calculations for the combined concurrent construction activity maximum daily emissions of the Project are compared to the SCAQMD's thresholds in Table 13, *Maximum Daily Construction Emissions*. The data shown does not include any reduction from fugitive dust control measures required for compliance with SCAQMD Rule 403, Fugitive Dust.

Table 13
MAXIMUM DAILY CONSTRUCTION EMISSIONS

Combined Activities	Pollutant Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1 Site Preparation	3.6	33.3	32.9	<0.1	21.4	11.5
Phase 1 Grading, Underground Utilities; Phase 2 Site Preparation; Phase 3 Grading	8.3	72.5	76.4	0.1	39.7	20.2
Phase 1 Grading, Underground Utilities; Phase 2 Site Preparation; Phase 3 Paving	7.8	63.7	68.3	0.1	32.2	16.4
Phase 1 Grading, Underground Utilities; Phase 2 Site Preparation; Phase 3 Architectural Coating	23.7	61.0	64.4	0.1	32.1	16.2
Phase 1 Grading; Phase 2 Site Preparation	7.0	61.9	63.2	0.1	32.0	16.3
P1 Building Construction; Phase 2 Site Preparation	5.3	44.5	54.9	0.1	24.1	12.3
Phase 1 Building Construction; Phase 2 Grading, Underground Utilities	5.5	46.0	58.4	0.1	14.1	6.0
Phase 1 Building Construction; Phase 2 Underground Utilities, Building Construction	3.9	27.1	52.1	<0.1	5.8	2.0
Phase 1 Building Construction; Phase 2 Building Construction	3.7	25.5	49.7	<0.1	5.7	1.9
Phase 1 Building Construction, Architectural Coating; Phase 2 Building Construction	30.5	26.8	49.5	<0.1	6.1	2.1
Phase 1 Building Construction, Architectural Coating, Paving; Phase 2 Building Construction	32.5	41.3	63.0	0.1	8.3	2.9
Phase 2 Building Construction	1.7	11.4	22.6	<0.1	2.9	0.9
Phase 2 Building Construction, Architectural Coating	19.8	12.4	27.3	<0.1	3.3	1.0
Phase 2 Building Construction, Swimming Pool Coating	18.9	11.2	24.1	<0.1	2.9	0.9
Phase 2 Paving	1.1	9.8	12.0	<0.1	1.2	0.5
Maximum Daily Emissions	**32.5**	**72.5**	**76.4**	**0.1**	**39.7**	**20.2**
SCAQMD Threshold	***75***	***100***	***550***	***150***	***150***	***55***
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided in Appendix A); SCAQMD 2019
VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides;
PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Table 13, the short-term construction-related emissions from combined concurrent Project construction activities would not exceed the SCAQMD's thresholds for emissions for any criteria pollutant or precursor.

Phase 3 (golf course) construction is anticipated to be complete in January 2026 and operation of the golf course would occur concurrently with Phase 1 and Phase 2 construction from February 2026 through December 2026. Maximum daily combined Phase 1 and Phase 2 construction emissions during this overlap period would occur in December 2026 (combined Phase 1 Building Construction, Phase 1 Architectural Coating, Phase 1 Paving, and Phase 2 Building Construction), see Table 13, above. Phase 1 (industrial site) construction is anticipated to be complete in December 2026 and operation of the industrial and golf course sites would occur concurrently with Phase 2 (residential site) construction from January 2027 through September 2027. The combined maximum daily Project emissions for concurrent construction and operation for 2026 and 2027 are shown in Table 14, *Concurrent Construction and Operational Emissions*.

Table 14
CONCURRENT CONSTRUCTION AND OPERATIONAL EMISSIONS

Combined Activities	Pollutant Emissions (pounds per day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2026						
Phase 1 and Phase 2 Maximum Daily Construction in December 2026	32.5	41.3	63.0	0.1	8.3	2.9
Phase 3 Maximum Daily Operation	2.8	1.0	10.6	<0.1	2.6	0.7
Maximum Daily Combined Emissions in 2026[1]	**35.3**	**42.3**	**73.6**	**0.1**	**10.9**	**3.6**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
2027						
Phase 2 Maximum Daily Construction 2027	19.8	12.4	27.3	<0.1	3.3	1.0
Phase 1 Maximum Daily Operation	17.0	14.4	82.1	0.3	18.8	5.0
Phase 3 Maximum Daily Operation	2.8	1.0	10.6	<0.1	2.6	0.7
Maximum Daily Combined Emissions in 2027[1]	**39.6**	**27.8**	**119.9**	**0.3**	**24.7**	**6.7**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided in Appendix A); Thresholds SCAQMD 2019
[1] Total may not sum due to rounding.
VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides;
PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Table 14, the combined daily emissions from concurrent Project construction and operation would not exceed the SCAQMD's thresholds for emissions for any criteria pollutant or precursor.

As shown in Table 13 and Table 14, construction activities associated with development of the proposed Project would not substantially contribute to the SCAB's nonattainment status for ozone, PM_{10}, and $PM_{2.5}$. Therefore, construction of the proposed Project would not violate an air quality standard or contribute to an existing or projected air quality violation.

5.2.1.2 Operation

The Project operational emissions were estimated using CalEEMod as described in Section 4.1.2. Model outputs are provided in Appendix A to this report. Table 15, *Maximum Daily Operational Emissions*, compares the Project's final maximum daily operational emissions for all phases with the SCAQMD's thresholds described in Section 4.2.1. Emissions are calculated for the earliest anticipated first full year of operation, 2028.

Table 15
FINAL MAXIMUM DAILY OPERATIONAL EMISSIONS

Source	Pollutant Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Mobile	9.4	16.9	101.1	0.3	28.2	7.4
Area	22.1	--	29.3	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Maximum Daily Emissions[1, 2]	**31.4**	**17.0**	**130.5**	**0.3**	**28.2**	**7.4**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided in Appendix A); Thresholds SCAQMD 2019

1 Total may not sum due to rounding.

2 Maximum daily emissions of VOC, CO, SO_X, PM_{10}, and $PM_{2.5}$ would occur during summer, maximum daily emission of NO_X would occur during winter.

VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Table 15, the Project's final operational emissions for the anticipated first full year of operation would not exceed the SCAQMD's thresholds. Accordingly, the Project's operational emissions would not substantially contribute to the SCAB nonattainment status for ozone, PM_{10}, and $PM_{2.5}$. Long-term operation of the Project would not violate an air quality standard or contribute to an existing or Projected air quality violation.

5.2.2 Significance of Impacts

As shown in Table 13, Table 14, and Table 15, above, the proposed Project's construction and operational emissions of criteria pollutants and precursors would not exceed the SCAQMD's thresholds. Therefore, the Project's construction and operational emissions would not contribute to the SCAB's nonattainment status of ozone, PM_{10}, and $PM_{2.5}$. Construction and operation of the Project would not violate an air quality standard or contribute to an existing or projected air quality violation and the impact would be less than significant.

5.2.3 Mitigation Framework

Impacts would be less than significant; therefore, no mitigation measures would be required.

5.2.4 Significance After Mitigation

Construction and operation of the Project would not violate an air quality standard or contribute to an existing or projected air quality violation and the impact would be less than significant.

Although this impact would be less than significant, mitigation required to reduce impacts to sensitive receptors, discussed below in Section 5.3, would result in reductions of emissions of criteria pollutants and precursors during Project construction. Mitigation measure AQ-1 would require applications of water to all exposed surfaces a minimum of three times per day and mitigation measure AQ-2 would require all diesel-powered off-road equipment with 25 or more horsepower to meet USPEA Tier 4 Final emissions standards, see Section 5.3.3, below. For informational purposes, the reductions in emissions of criteria pollutants and precursors during Project construction resulting from mitigation measures AQ-1 and AQ-2 are shown in Table 16, *Construction Emissions Reductions from Mitigation*.

Table 16
CONSTRUCTION EMISSIONS REDUCTIONS FROM MITIGATION

Source	Pollutant Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maximum daily emissions without mitigation	32.5	72.5	76.4	0.1	39.7	20.2
Maximum daily emissions with mitigation	30.2	21.3	87.8	0.1	10.4	4.9
Percent Change	**-7.1%**	**-70.7%**	**+14.9%**	**0.0%**	**-73.8%**	**-75.5%**

Source: CalEEMod (output data is provided in Appendix A)
VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides;
PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

5.3 ISSUE 3: IMPACTS TO SENSITIVE RECEPTORS

5.3.1 Impacts

5.3.1.1 Construction Activities

Criteria Pollutants

The localized effects from the on-site portion of daily construction emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST method, described above. The proposed Project site is within SRA 9, East San Gabriel Valley. Consistent with the LST guidelines, when quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Emissions related to off-site delivery/haul truck activity and construction worker trips are not considered in the evaluation of construction-related localized impacts, as these mobile emissions are spread along area roadways and are not localized.

The closest existing sensitive receptor locations to the industrial site are multi-family residential properties adjacent to and northeast of the southeast portion of the industrial site, with primary outdoor spaces (apartment patios) located approximately 30 feet from the industrial site. The closest existing sensitive receptor locations to the residential site are single-family homes properties adjacent to the residential site's western property line, with primary outdoor spaces (backyards and side yards) abutting the residential site. The closest existing sensitive receptor locations to the golf course site hole 7 and hole 8 grading areas are single-family properties adjacent to the residential site's southern property line, with primary outdoor spaces (backyards yards) abutting the residential site. Per the SCAQMD *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, the site area should correspond to the maximum area disturbed per day calculated using the CalEEMod default methodology for determining acres grade per day, which assumes 0.5 acre per day per dozer or grader and 1 acre per day per scraper. The maximum daily construction emissions for each of the industrial site and residential site would occur during site preparation when the use of three rubber-tired dozers is anticipated, resulting in 1.5 acres disturbed per day. The maximum daily construction emissions for the golf course site would occur during grading when the use of a rubber-tired dozer and a grader is anticipated, resulting in 1 acre disturbed per day. Therefore, the LSTs used in the analysis are those for: SRA 9; receptors located between 0 and 25 meters (0 to 82 feet); 1 to 2 acre sites for the industrial and residential site; and 0 to 1 acre site for the golf course site. Table 17, *Unmitigated Maximum Localized Daily Construction Emissions*, shows the maximum localized construction emissions, without accounting for any fugitive dust control measures, for each phase in comparison with the applicable LSTs.

Table 17
UNMITIGATED MAXIMUM LOCALIZED DAILY CONSTRUCTION EMISSIONS

Construction Phase	Pollutant Emissions (pounds per day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Phase 1 – Industrial Site, Site Preparation	33.0	31.7	21.7	11.4
Phase 2 – Residential Site, Site Preparation	30.4	31.1	20.9	11.3
SCAQMD LST (2 acre; 25 meters)	*128*	*953*	*7*	*5*
Exceed LST (2 acre; 25 meters)?	***No***	***No***	***Yes***	***Yes***
Phase 3 – Golf Course Site, Grading	12.4	13.0	7.6	3.9
SCAQMD LST (1 acre; 25 meters)	*89*	*623*	*5*	*3*
Exceed LST (1 acre; 25 meters)?	***No***	***No***	***Yes***	***Yes***

Source: CalEEMod (output data is provided in Appendix A)
NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter 10 microns or less in diameter;
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Table 17, localized emissions for NO_X and CO would remain below their respective SCAQMD LSTs. However, localized emissions for PM_{10} and $PM_{2.5}$ would exceed their respective SCAQMD LSTs. Therefore, dispersion modeling was conducted, as described in Section 4.1.4, to determine if pollutant concentrations, measured at the closest sensitive receptor locations, from Project construction on-site sources would exceed the SCAQMD's thresholds for 24-hour PM_{10} concentration, annual PM_{10} concentration, or 24-hour $PM_{2.5}$ concentration (refer to Table 12). SCAQMD has not adopted a threshold for annual average $PM_{2.5}$ concentration.

The maximum hourly and maximum annual PM_{10} and $PM_{2.5}$ on-site project construction emissions calculated from the CalEEMod results (Appendix A) are shown in Table 18, *Unmitigated Particulate Matter Emission Rates*. A printout of modeling input and output is included in Appendix D to this report.

Table 18
UNMITIGATED PARTICULATE MATTER EMISSION RATES

Site/Period	Emissions per Period	Model Input (pounds/hour)
Industrial Site/Annual PM_{10} (2026)	0.569 tons/year	0.3898
Industrial Site/Daily PM_{10}	21.074 pounds/day	2.6343
Industrial Site/Daily $PM_{2.5}$	11.401 pounds/day	1.4251
Residential Site/Annual PM_{10} (2026)	1.142 tons/year	0.7820
Residential Site/Daily PM_{10}	20.947 pounds/day	2.6184
Residential Site/Daily $PM_{2.5}$	11.284 pounds/day	1.4105
Golf Course Site/Annual PM_{10} (2027)	0.021 tons/year	0.0144
Golf Course Site/Daily PM_{10}	7.647 pounds/day	0.4779
Golf Course Site/Daily $PM_{2.5}$	3.944 pounds/day	0.2465

Source: CalEEMod
PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

The highest concentrations of PM_{10} and $PM_{2.5}$, calculated at the closest outdoor use space (i.e., side yard, back yard, patio) for the closest residences to the Project sites, without mitigation or consideration of any dust control measures, are compared to the SCAQMD project-level concentration thresholds in Table 19, *Unmitigated Localized Particulate Matter Concentrations*.

Table 19
UNMITIGATED LOCALIZED PARTICULATE MATTER CONCENTRATIONS

Location	Calculated Concentration ($\mu g/m^3$)	SCAQMD Threshold ($\mu g/m^3$)	Exceed Threshold?
PM_{10} 24-hour Average			
Industrial Site	29.7	10.4	Yes
Residential Site	30.3	10.4	Yes
Golf Course Site	27.4	10.4	Yes
PM_{10} Annual Average			
Industrial Site	0.5	1.0	No
Residential Site	0.5	1.0	No
Golf Course Site	0.1	1.0	No
$PM_{2.5}$ 24-hour Average			
Industrial Site	16.0	10.4	Yes
Residential Site	16.4	10.4	Yes
Golf Course Site	12.8	10.4	Yes

Source: Lakes AERMOD View
PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter;
$\mu g/m^3$ = micrograms per cubic meter

As shown in Table 19, annual average PM_{10} would not exceed the SCAQMD thresholds for ambient concentration for any of the sites. However, 24-hour average concentrations of PM_{10} and $PM_{2.5}$ would exceed the SCAQMD thresholds for ambient concentrations for all three sites. Therefore, construction of the Project could result in exposure of sensitive receptors to substantial localized concentrations of criteria pollutants and precursors. Impacts related to criteria pollutant emissions at sensitive receptors would be potentially significant.

Toxic Air Contaminants (Diesel Particulate Matter)

Implementation of the Project would result in the use of heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles. These vehicles and equipment could generate the TAC DPM. Generation of DPM from construction projects typically occurs in a localized area (e.g., at the Project site) for a short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby receptors are exposed to would also vary throughout the construction period. During some equipment-intensive phases, such as grading, construction-related emissions would be higher than other less equipment-intensive phases such as building construction. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at approximately 500 feet (CARB 2005).

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime (OEHHA 2015). Considering this information, the short duration of construction activity using heavy earth-moving equipment (six months for Phase 2 site preparation, grading and underground utilities), the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the Project site, construction of the Project would not expose off-site sensitive receptors to substantial DPM concentrations.

5.3.1.2 Operational Activities

Criteria Pollutants

As discussed in Section 4.1.3, SCAQMD has developed the LST methodology that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts from on-site emissions of NO_X, CO, PM_{10} and $PM_{2.5}$. For Project operational activities, emissions of NO_X and CO are associated with truck and passenger vehicle emissions which primarily occur off-site. The portion of truck and passenger vehicle emissions which occur on-site are limited to low-speed circulation and idling and would be a small portion of the Project operational emissions of 17 pounds per day of NO_X and 133 pounds per day of CO, far below the applicable operational LST thresholds (for SRA 9, 5 acres, with receptors between 0 and 25 meters) of 203 pounds per day of NO_X and 1,733 pounds per day of CO. Operational PM_{10} and $PM_{2.5}$ emissions from areas sources (primarily landscape equipment exhaust) would be negligible—less than 0.1 pound per day (see Appendix A).

The only remaining on-site operational source of PM emissions would be low-speed circulation and idling exhaust emissions from trucks. Project on-site PM exhaust emission (i.e., DPM) were calculated for the HRA, as described in Section 4.1.5. The total DPM emissions produced on or near the Project site by Project-related truck trips would be approximately 6.8 pounds per year (0.02 pounds per day; see Appendix D), far below the LST threshold of 4 pounds per day for PM_{10} and 2 pounds per day for $PM_{2.5}$.

Therefore, operation of the Project would not result in exposure of sensitive receptors to substantial localized concentrations of NO_X or CO. Impacts related to exposure of sensitive receptors to Project operational emissions of PM (primarily DPM) are discussed and evaluated below.

CO Hotspots

Vehicle exhaust is the primary source of CO. In an urban setting, the highest CO concentrations are generally found in close proximity to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (e.g., congested intersection) increases. Project-generated traffic has the potential of contributing to localized “hotspots” of CO off site. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections. Because CO disperses rapidly, hotpots are most likely to occur in areas with limited vertical mixing such as tunnels, long underpasses, or below-grade roadways.

The analysis prepared for CO attainment in the SCAB by SCAQMD can be used as a screening tool in evaluating the potential for CO exceedances in the SCAB, and any potential need for further modeling. CO attainment was thoroughly analyzed as part of SCAQMD’s 2003 AQMP where the results of a CO hotspot analysis was conducted for the four worst-case scenario intersections in the Los Angeles metropolitan area at the peak morning and afternoon time periods. The intersections evaluated included (1) Long Beach Boulevard and Imperial Highway (Lynwood); (2) Wilshire Boulevard and Veteran Avenue (Westwood); (3) Sunset Boulevard and Highland Avenue (Hollywood); and (4) La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The peak modeled CO concentrations due to vehicle emissions occurred at the intersection of Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated the 1-hour concentration for this intersection at 4.6 ppm, which indicates the most stringent 1-hour CO standard (20.0 ppm) would not likely be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day (SCAQMD 2003).[2] Therefore, if a project intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis.

According to the intersection analysis contained in the TIS, the highest volume Project-affected intersection would be the intersection of Todd Avenue and Foothill Boulevard. Based on the peak hour conditions of the intersection under the “Future with Project Conditions,” as provided in the Project TIS, the intersection would carry a PM peak hour volume of 3,663 and a daily volume of approximately 37,000 vehicles (LLG 2024), substantially below the daily traffic volumes of 400,000 vehicles per day that would be expected to generate CO concentration exceedances. Based on the studies undertaken for the 2003 AQMP, there is no reason unique to the SCAB meteorology or unique to any Project-affected intersection to conclude that the CO concentrations any Project-affected intersection would exceed the 1-hour CO standard. Therefore, the Project does not trigger the need for a detailed CO hotspots model and the Project would not expose sensitive receptors to substantial concentrations of CO.

Operational DPM Emissions

Implementation of the Project would result in emissions of DPM from operation of the industrial site, which could include warehouse and refrigerated warehouse operations. To evaluate potential impacts to sensitive receptors from the operational DPM emissions, a HRA was completed, as described in

[2] Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

Section 4.1.5, above. Because DPM does not have any acute health effect (short-term) or 8-hour non-cancer chronic effect RELs, only long-term cancer and non-cancer chronic effects were evaluated.

Non-cancer chronic (long-term) health effects are evaluated based on established reference exposure limits (RELs) for each TAC and on the calculated Hazard Index (HI). An HI less than 1 means non-cancer adverse health effects are not expected for exposed individuals. An HI of 1 or higher indicates non-cancer chronic health effects are possible (but not certain) for exposed individuals. Unlike non-cancer chronic health effects, for exposure to carcinogens, there is no level of exposure below which no adverse health effects are expected. Potential increases in long-term cancer risks are evaluated in terms of the increased chance of an individual developing cancer from long-term exposure to a source or sources of TACs, expressed in chances per million.

The estimated community incremental excess cancer risk and non-cancer chronic health risk due to exposure to the Project's operational DPM emissions are presented in Table 20, *Increased Health Risks for Modeled Receptors*. These estimates are conservative (health protective) and assume that the resident (receptors R1 through R19) or worker (receptors W1 through W17) is outdoors for the entire exposure period (17 to 21 hours per day, every day for 30 years for residents, and 8 hours per day, 260 days per year for 25 years for workers). See Figure 5 for modeled receptor locations.

Table 20
INCREASED HEALTH RISKS FOR MODELED RECEPTORS

Receptor	Cancer Risk (chances per million)	SCAQMD Threshold (chances per million)	Exceed Threshold?	Chronic Health Risk (HI)	SCAQMD Threshold (HI)	Exceed Threshold?
R1	2.1	10	No	<0.01	1.0	No
R2	2.5	10	No	<0.01	1.0	No
R3	2.9	10	No	<0.01	1.0	No
R4	3.5	10	No	<0.01	1.0	No
R5	3.5	10	No	<0.01	1.0	No
R6	3.5	10	No	<0.01	1.0	No
R7	3.4	10	No	<0.01	1.0	No
R8	2.8	10	No	<0.01	1.0	No
R9	2.6	10	No	<0.01	1.0	No
R10	2.0	10	No	<0.01	1.0	No
R11	1.1	10	No	<0.01	1.0	No
R12	1.1	10	No	<0.01	1.0	No
R13	0.9	10	No	<0.01	1.0	No
R14	0.8	10	No	<0.01	1.0	No
R15	1.0	10	No	<0.01	1.0	No
R16	1.0	10	No	<0.01	1.0	No
R17	1.1	10	No	<0.01	1.0	No
R18	1.2	10	No	<0.01	1.0	No
R19	1.2	10	No	<0.01	1.0	No
W1	0.4	10	No	<0.01	1.0	No
W2	0.5	10	No	<0.01	1.0	No
W3	0.4	10	No	<0.01	1.0	No
W4	0.2	10	No	<0.01	1.0	No
W5	0.2	10	No	<0.01	1.0	No
W6	0.3	10	No	<0.01	1.0	No

Receptor	Cancer Risk (chances per million)	SCAQMD Threshold (chances per million)	Exceed Threshold?	Chronic Health Risk (HI)	SCAQMD Threshold (HI)	Exceed Threshold?
W7	0.3	10	No	<0.01	1.0	No
W8	0.3	10	No	<0.01	1.0	No
W9	0.3	10	No	<0.01	1.0	No
W10	0.2	10	No	<0.01	1.0	No
W11	0.1	10	No	<0.01	1.0	No
W12	0.1	10	No	<0.01	1.0	No
W13	0.2	10	No	<0.01	1.0	No
W14	0.2	10	No	<0.01	1.0	No
W15	0.1	10	No	<0.01	1.0	No
W16	0.1	10	No	<0.01	1.0	No
W17	0.2	10	No	<0.01	1.0	No

Source: Lakes AERMOD View and CARB ADMRT. See Appendix E for the complete HRA results and output.
HI = hazard index

As shown in Table 20, the incremental increased cancer risk would not exceed the SCAQMD's threshold of 10 in 1 million or exceed the SCAQMD's non-cancer chronic health risk threshold of 1.0 HI for any modeled receptors.

The MEIR would be receptor R5, located at the south end of the apartment building directly north of the Project Building 6 loading docks. Receptor R5 would have an incremental increased cancer risk of 3.5 in 1 million and a non-cancer chronic HI of less than 0.01. The maximally exposed individual worker (MEIW) would be receptor W2, located at the rear of the industrial building directly north of the Project's Building 5 loading docks. Receptor W2 would have an incremental increased cancer risk of 0.5 in 1 million and a non-cancer chronic HI of less than 0.01. The point of maximum impact (PMI) would be located at Universal Transverse Mercator (UTM) coordinates zone 11, 415050 meters east, 3778152 meters north, along the industrial site property line directly north of proposed industrial Building 5 loading docks. No residents are anticipated to be located at the PMI and the PMI is not in an area where an off-site worker would be located for extended periods (an outdoor workplace or break area for the adjacent industrial business). If a worker receptor were to be located at the PMI for 25 years, the increased cancer risk would be 0.9 in 1 million and the non-cancer chronic HI would be less than 0.01.

Cancer burden evaluates an overall population's increased cancer risk and is defined as the increases in cancer cases in the population due exposure to TACs from a Project. Cancer burden is calculated differently from individual risk. Per OEHHA, cancer burden uses a 70-year exposure to evaluate population-wide cancer risk, and the cancer burden only evaluates residential exposure (not worksites). Cancer burden is calculated by multiplying the number of residents exposed to an incremental excess cancer risk of 1 in 1 million or greater by the estimated incremental excess cancer risk of the MEIR. The population exposed to the 1 in 1 million or greater cancer risk was estimated by overlaying the 1 in million 70-year risk isopleth on an aerial images and counting the number of single and multi-family residential building within or touching the isopleth. Seven single family residences and 14 multi-family buildings (with 100 total estimated dwelling units) were identified within or touching the isopleth. To be conservative (not underestimating the population), all single-family residences were assumed to house 10 residents, and all multifamily dwellings were assumed to house 5 residents, for a total estimated population of 570. The 70-year residential cancer risk for the MEIR would be 4.3 in 1 million (4.3×10^{-6}). Therefore, the estimated cancer burden from a 70-year exposure to industrial site operational DPM emissions would be 0.002, below the SCAQMD threshold of 0.5. The cancer burden 1 in 1 million isopleth is included in Appendix E to this report.

5.3.2 Significance of Impacts

Construction of the Project would not result in significant localized concentrations of DPM and impacts would be less than significant. However, construction could result in significant localized concentrations of criteria pollutants and impacts would be potentially significant. Long-term operation of the Project would not result in significant localized concentrations of CO. Long-term Project operational DPM emissions would not result in cancer risk, chronic health risk, or cancer burden exceeding the respective SCAQMD thresholds. Therefore, implementation of the Project could expose sensitive receptors to substantial pollutant concentrations, and the impact would be potentially significant.

5.3.3 Mitigation Framework

The following mitigation would be required to reduce localized pollutant concentrations resulting from on-site Project construction emissions of PM_{10} and $PM_{2.5}$.

AQ-1 **Tier 4 Construction Equipment**. All diesel-powered off-road construction equipment, equal to or greater than 25 horsepower, used on the Project site shall meet USEPA Tier 4 Final PM emissions standards. Prior to issuing construction permits, the Project applicant or designated representative shall provide to the City a comprehensive inventory of all diesel-powered off-road construction equipment, equal to or greater than 25 horsepower, to be used on the Project site during any portion of construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. The City shall verify that all construction equipment is USEPA Tier 4 Final certified or has been retrofitted with CARB approved diesel particulate matter reduction systems resulting in PM emissions meeting USEPA Tier 4 Final standards.

AQ-2 **Fugitive Dust Best Management Practices**. Prior to issuing construction permits, the City shall verify that Project construction contract or construction documentation specify the requirement to implement all fugitive dust Best Available Control Measures listed in Table 1 of the SCAQMD Rule 403, and the following control measures are enhanced to require watering exposed surface a minimum of three times per day:

- Clearing and Grubbing Control Measure 02-1: Maintain stability of soil through pre-watering of site prior to clearing and grubbing (e.g., site preparation). In addition, during dry weather, water exposed surfaces a minimum of three times per day during clearing and grubbing activities.

- Cut and Fill Control Measure 05-1: Pre-water soils prior to cut and fill activities (e.g., grading). In addition, during dry weather, water all exposed surfaces a minimum of three times per day during cut and fill activities.

5.3.4 Significance After Mitigation

On-site Project construction emissions of PM_{10} and $PM_{2.5}$ would result from exhaust emissions from construction equipment and from fugitive dust resulting from use of construction equipment and movement of vegetation, debris, and soil. Mitigation measure AQ-1 would reduce construction equipment exhaust PM emissions by requiring the use of USEPA certified Tier 4 Final diesel engines (or engines equipped with CARB approved retrofits resulting in equivalent emissions) for all diesel-powered equipment used on the Project site with 25 or more horsepower. Tier 4 Final diesel engines reduce exhaust emissions of PM by 90 percent or more compared to Tier 0 engines. In addition to reducing localized concentrations of PM_{10} and $PM_{2.5}$, mitigation measure AQ-1 has the effect of reducing emissions of DPM during construction, further reducing the less than significant health risks to nearby sensitive receptors.

Mitigation measure AQ-2 would require implementation of enhanced construction fugitive dust BMPs including the requirement to water exposed surfaces a minimum of three times per day during site preparation and grading (the standard BMP is to water exposed surfaces twice per day). Per CalEEMod mitigation defaults, watering exposed surfaces three times per day reduces fugitive dust PM_{10} and $PM_{2.5}$ emissions from equipment use and material loading by 74 percent.

The maximum PM_{10} and $PM_{2.5}$ on-site project construction emissions, with implementation of mitigation measures AQ-1 and AQ-2, are shown in Table 21, *Mitigated Particulate Matter Emission Rates*. A printout of the emissions calculation sheet is included in Appendix D to this report.

Table 21
MITIGATED PARTICULATE MATTER EMISSION RATES

Site/Period	Emissions per Period	Model Input (pounds/hour)
Industrial Site/Annual PM_{10} (2026)	0.363 tons/year	0.2489
Industrial Site/Daily PM_{10}	5.223 pounds/day	0.6259
Industrial Site/Daily $PM_{2.5}$	2.739 pounds/day	0.3424
Residential Site/Annual PM_{10} (2026)	0.447 tons/year	0.3062
Residential Site/Daily PM_{10}	5.223 pounds/day	0.6529
Residential Site/Daily $PM_{2.5}$	2.739 pounds/day	0.3424
Golf Course Site/Annual PM_{10} (2027)	0.006 tons/year	0.0040
Golf Course Site/Daily PM_{10}	1.886 pounds/day	0.1179
Golf Course Site/Daily $PM_{2.5}$	0.935 pounds/day	0.0584

Source: CalEEMod
PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

The highest 24-hour concentrations of PM_{10} and $PM_{2.5}$ calculated at the closest outdoor use space (i.e., side yard, back yard, patio) for the closest residences to the Project sites, with implementation of mitigation measures AQ-1 and AQ-2, are compared to the SCAQMD project-level concentration thresholds in Table 22, *Mitigated Localized Particulate Matter Concentrations*.

Table 22
MITIGATED LOCALIZED PARTICULATE MATTER CONCENTRATIONS

Location	Calculated Concentration (μg/m^3)	SCAQMD Threshold (μg/m^3)	Exceed Threshold?
PM_{10} 24-hour Average			
Industrial Site	7.4	10.4	No
Residential Site	7.5	10.4	No
Golf Course Site	6.7	10.4	No

Location	Calculated Concentration ($\mu g/m^3$)	SCAQMD Threshold ($\mu g/m^3$)	Exceed Threshold?
$PM_{2.5}$ 24-hour Average			
Industrial Site	3.5	10.4	No
Residential Site	4.0	10.4	No
Golf Course Site	3.3	10.4	No

Source: Lakes AERMOD View
PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; $\mu g/m^3$ = micrograms per cubic meter

As shown in Table 22, 24-hour average PM_{10} and $PM_{2.5}$ concentrations from mitigated construction emissions on the Project site would not exceed the SCAQMD concentration thresholds for exposure of sensitive receptors to localized pollutants. Therefore, with the implementation of mitigation measure AQ-1 and AQ-2, the Project would not expose sensitive receptors to substantial pollutant concentrations, including localized criteria pollutants, CO hotpots, and TACs. Impacts would be less than significant with mitigation incorporated.

5.4 ISSUE 4: OTHER EMISSIONS (Such as Those Leading to Odors)

5.4.1 Impacts

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations (SCAQMD 1993). The Project, involving a light industrial site, a residential site, and a golf course, would not include any of the land uses typically associated with odor complaints nor are there any of these land uses in the Project vicinity.

Emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. Use of diesel-powered equipment during Project construction would be required to comply with CCR Title 13, Sections 2449(d)(3) and 2485, which minimize the idling time of construction equipment either by requiring it to be shut off when not in use and by limiting the time of idling to no more than five minutes. This limitation on idling reduces diesel exhaust, thereby reducing emissions leading to odors. The Project would also be required to comply with SCAQMD Rule 1113, which limits the allowable VOC content in paint and other coatings, reducing VOC emissions leading to odors. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Long-term operation of the Project would not be a substantial source of objectionable odors. Therefore, the Project would not create objectionable odors affecting a substantial number of people.

5.4.2 Significance of Impacts

Implementation of the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and the impact would be less than significant.

5.4.3 Mitigation Framework

Impacts would be less than significant; therefore, no mitigation measures are required.

5.4.4 Significance After Mitigation

Implementation of the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and the impact would be less than significant.

6.0 GREENHOUSE GAS IMPACT ANALYSIS

This section evaluates potential impacts of the proposed Project related to the generation of GHG emissions. Complete modeling results are included as Appendix A of this report.

6.1 ISSUE 1: GREENHOUSE GAS EMISSIONS

6.1.1 Construction Emissions

Project construction GHG emissions were estimated using the CalEEMod model as described in Section 4.1.1. Project-specific input was based on general information provided in Section 1.2 and default model settings to estimate reasonably conservative conditions. Additional details of phasing, selection of construction equipment, and other input parameters, including CalEEMod data, are included in Appendix A.

Emissions of GHGs related to the construction of the Project would be temporary. As shown in Table 23, *Estimated Construction GHG Emissions*, total GHG emissions associated with construction of the Project are estimated at 2,346 MT CO_2e. For construction emissions, SCAQMD guidance recommends that the emissions be amortized (i.e., averaged) over 30 years and added to operational emissions for comparison with the applicable threshold. Averaged over 30 years, the proposed construction activities would contribute approximately 78.2 MT CO_2e emissions per year.

Table 23
ESTIMATED CONSTRUCTION GHG EMISSIONS

Phase/Year	Emissions (MT CO_2e)
Phase 1/2025	124.6
Phase 1/2026	926.4
Phase 2/2026	777.5
Phase 2/2027	506.7
Phase 3/2026	10.3
Total[1]	**2,345.5**
Amortized Construction Emissions[2]	*78.2*

Source: CalEEMod (output data is provided in Appendix A)
[1] Totals may not sum due to rounding.
[2] Construction emissions are amortized over 30 years in accordance with SCAQMD guidance.
GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent

6.1.2 Operational Emissions

The Project's operational GHG emissions were estimated using CalEEMod model as described in Section 4.1.2. The Project's annual GHG emissions for the earliest anticipated first full year of operation (2028) including amortized annual construction emissions, are shown in Table 19, *Operational GHG Emissions*. Appendix A contains the CalEEMod output files.

Table 24
OPERATIONAL GHG EMISSIONS

Emission Sources	2028 Emissions ($MT\ CO_2e$)
Vehicular (Mobile)	5,772.2
Area	11.6
Energy	2,464.4
Water/Wastewater	49.1
Solid Waste	202.7
Refrigerants	82.7
Amortized Construction (30 years)	78.2
Project Total[1]	**8,660.7**
SCAQMD Screening Threshold	*3,000*
Exceed Threshold?	**Yes**

Source: CalEEMod (output data is provided in Appendix A)
1 Totals may not sum due to rounding.
GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent

As shown in Table 24, the Project's annual GHG emissions, including amortized construction emissions, would be approximately 8,661 MT CO_2e per year and would exceed the SCAQMD GHG screening threshold of 3,000 MT CO_2e per year. As shown in Table 19, the Project's mobile source emissions alone (5,772 MT CO_2e per year) would exceed the SCAQMD's 3,000 MT CO_2e per year threshold.

6.1.3 Significance of Impacts

Implementation of the Project would result in GHG emissions which exceed the SCAQMD's thresholds. Therefore, the Project would generate GHG emissions that may have a significant impact on the environment, and the impact would be potentially significant.

6.1.4 Mitigation Framework

Mobile source GHG emissions are a result of a project's VMT. Per the Project VMT analysis in the TIS, the Project's industrial site, residential site, and golf course site would generate VMT per capita (i.e., VMT per Project employee and VMT per Project resident) that would exceed the applicable thresholds. Mitigation to reduce Project VMT would include measures requiring bicycle parking facilities, a commute trip reduction program, and a ride-sharing program (LLG 2024).

The source of a project's GHG emissions is as important as the quantity of the emissions. As discussed in Section 6.2.1, below, Appendix D to CARB's 2022 Scoping Plan includes recommendations for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies and approval of new land use development. The 2022 Scoping Plan appendix identifies three priority areas that address the State's largest sources of emissions that local governments have authority or influence over:

1. Transportation electrification
2. VMT reduction
3. Building decarbonization

Without consideration of the Project's mobile sources emissions, the Project's GHG emission would be approximately 2,889 MT CO_2e per year and would not exceed the SCAQMD's 3,000 MT CO_2e per year threshold. While the energy source emissions make up the second largest portion of the estimated Project GHG emissions, these emissions are largely a result of ALW's pollutant intensity factor of 453 pounds of CO_2e per megawatt hour of electricity provided in CalEEMod. ALW will be required to increase its procurement of renewable energy in accordance with state RPS targets, which would result in decreased Project GHG emissions per megawatt hour of electricity. Additionally, the Project would provide EV parking infrastructure per Title 24 Part 11 CALGreen requirements, and all new Project buildings with the exception of the residential site leasing/clubhouse building would be all-electric. Therefore, no additional Project mitigation measures are needed to address transportation or building electrification.

Nonetheless, even with all feasible VMT mitigation applied, the Project's mobile source emissions alone would exceed the threshold and remain significant and unavoidable. As discussed in Section 4.15, *Transportation*, there are no further feasible mitigation measures which would reduce the VMT impact below a level of significance. Therefore, there are no further feasible mitigation measures which would reduce the VMT-related GHG emissions impact to less than significant.

6.1.5 Significance After Mitigation

Implementation of the Project would result in GHG emissions exceeding the SCAQMD's threshold. Because the majority of Project GHG emissions would be from mobile sources (approximately 67 percent), there would be no feasible mitigation which would reduce the VMT impact and the associated GHG emissions to less than significant. The impact would be significant and unavoidable.

6.2 ISSUE 2: CONFLICT WITH APPLICABLE PLANS ADOPTED FOR THE PURPOSE OF REDUCING GREENHOUSE GAS EMISSIONS

6.2.1 Impacts

There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the Statewide level; as such, compliance at the project level is not addressed. Impacts are evaluated based on whether the Project would conflict with or obstruct implementation of the CARB's 2022 Scoping Plan at the state level, and the SCAGs 2024 RTP/SCS at the regional level. Consistency with Azusa General Plan policies is also addressed at the local level.

6.2.1.1 2022 Scoping Plan

As discussed in Section 2.2.4, the 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Appendix D to the 2022 Scoping Plan includes recommendations for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies and approval of new land use development. The 2022 Scoping Plan appendix identifies three priority areas that address the State's largest sources of emissions that local governments have authority or influence over:

1. Transportation electrification
2. VMT reduction
3. Building decarbonization

The Project would provide electric vehicle parking infrastructure per the requirement of the latest Title 24 Part 11 CALGreen requirements, and all new Project buildings, except for the residential site clubhouse/leasing building, would be all-electric (would not use natural gas). Therefore, the Project would not conflict with priority areas 1 and 3. Per the Project VMT analysis in the TIS, the Project's industrial site, residential site, and golf course site would generate VMT per capita (i.e., VMT per Project employee and VMT per Project resident) that would exceed the applicable thresholds. Mitigation to reduce Project VMT would include measures requiring bicycle parking facilities, a commute trip reduction program, and a ride-sharing program. With all feasible mitigation applied, the Project's VMT impact would be significant and unavoidable. Therefore, the Project would conflict with local action priority area 2, VMT reduction, and the Project would conflict with the 2022 Scoping Plan.

6.2.1.2 2024 RTP/SCS

As required by SB 375, the primary goal of the 2024 RTP/SCS is to provide a framework for future growth that will decrease per capita GHG emissions from cars and light-duty trucks based on land use planning and transportation options. To accomplish this goal, the 2024 RTP/SCS identifies various strategies to reduce per capita VMT. The 2024 RTP/SCS is expected the help SCAG reach its GHG reduction goals, as identified by CARB, with reductions in per capita passenger vehicle GHG emissions for specified target years (SCAG 2024).

In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Implementation of the 2024 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use (SCAG 2024). There are 88 policies identified in the categories of Mobility (System Preservation and Resilience, Complete Streets, Transit and Multimodal Integration, Transportation System Management, Transportation Demand Management, Technology Integration, Safety, Funding the System/User Fees), Communities (Priority Development Areas, Housing the Region, 15-Minute Commutes, Equitable Engagement and Decision-Making), Environment (Sustainable Development, Air Quality, Clean Transportation, Natural and Agricultural Lands Preservation, Climate Resilience), and Economy (Goods Movement, Broadband, Universal Basic Mobility, Workforce Development, Tourism).

A full analysis of the Project's consistency with 2024 RTP/SCS strategies and policies is included as Appendix F, *2024 RTP/SCS Consistency*, to this report. It is noted that many of the 2024 RTP/SCS policies do not apply to the Project, as they are associated with regional land use planning or transportation facilities, and there would be no conflict with these policies. The proposed age-restricted residential use would contribute to regional housing stocks and provide affordable units in accordance with the 2024 RTP/SCS Housing policies. Further, the creation of jobs throughout the Project components would contribute to the Workforce Development policies. However, as a result of the Project's significant GHG emissions and VMT impacts, the Project would conflict with several 2024 RTP/SCS strategies, including Transportation Demand Management, Priority Development Areas, 15-Minute Communities, Sustainable Development, and Air Quality. In addition, because the Project proposes a General Plan Amendment for the industrial site to change the land use designation from Recreation to Light Industrial and for the residential site to change the land use designation from Recreation to Neighborhood General 3 Medium Density Residential, the Project would result in growth which is not accounted for in the emissions projections used to create to 2024 RTP/SCS. Therefore, the Project would conflict with SCAG's 2024 RTP/SCS.

6.2.1.3 Azusa General Plan.

As discussed in Section 2.2.6, although not drafted for the purpose of reducing GHG emissions or the environmental effects of GHG emissions, the City of Azusa General Plan, includes some policies and implementation programs which would have co-benefits of reducing GHG emissions. The Project incorporates energy efficiency, water efficiency, and pedestrian/bicycle/transit facilities in accordance with implementation programs EC8, *Residential Improvement Program*, and AQ1, *Design Review*. The Project would also comply with City design requirements from Policies 1.4, 1.6, 2,6, and 2.8, of the Infrastructure portion of Chapter 3, Built Environment, related to conservation of electricity and water. A complete discussion of Project consistency with these General Plan policies, and others, is included in Section 4.10, Land Use and Planning, of the Project Draft Environmental Impact Report. The Project would not conflict with applicable City of Azusa General Plan policies for conservation of electricity and water, which would reduce GHG emissions.

6.2.2 Significance of Impacts

The Project would not conflict with applicable City of Azusa General Plan policies for conservation of electricity and water. The Project would conflict with CARB's 2022 Scoping Plan and the SCAG's 2024 MTP/SCS. The impact would be potentially significant.

6.2.3 Mitigation Framework

The primary source of the conflict with the CARB's 2022 Scoping Plan and the SCAG's 2024 RTP/SCS is the Project's VMT impact. Per the Project VMT analysis in the TIS, the Project's industrial site, residential site, and golf would generate VMT per capita (i.e., VMT per Project employee and VMT Project resident) that would exceed the applicable thresholds. Mitigation to reduce Project VMT would include measures requiring bicycle parking facilities, a commute trip reduction program, and a ride-sharing program. With all feasible mitigation applied, the Project's VMT impact would be significant and unavoidable (LLG 2024). Because there would be no feasible mitigation which would reduce the VMT impact, there would be no feasible mitigation which would reduce the impact from conflicts with applicable GHG reduction plans to less than significant.

6.2.4 Significance After Mitigation

There would be no feasible mitigation which would reduce the VMT impact and the associated GHG emissions to less than significant. The Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and the impact would be significant and unavoidable.

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Appendix A

CalEEMod Output

Azusa Greens Phase 1 Industrial Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Azusa Greens Phase 1 Industrial
Construction Start Date	11/3/2025
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	22.4
Location	34.14494845908807, -117.9200613571
County	Los Angeles-South Coast
City	Azusa
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5088
EDFZ	7
Electric Utility	Azusa Light & Power
Gas Utility	Southern California Gas
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
Industrial Park	299	1000sqft	8.64	298,751	77,754	—	—	—

Parking Lot	430	1000sqft	9.88	0.00	0.00	—	—	—
General Office Building	38.6	1000sqft	0.44	38,600	0.00	—	—	—
Refrigerated Warehouse-No Rail	15.7	1000sqft	0.36	15,724	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
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.88	13.7	24.7	0.04	0.45	2.38	2.83	0.40	0.58	0.98	6,948
Mit.	0.98	5.70	28.4	0.04	0.11	2.38	2.50	0.10	0.58	0.68	6,948
% Reduced	48%	58%	-15%	—	75%	—	12%	76%	—	31%	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	30.7	33.3	39.7	0.10	1.42	20.0	21.4	1.30	10.2	11.5	15,239
Mit.	29.1	16.0	43.8	0.10	0.22	5.41	5.52	0.20	2.70	2.81	15,239
% Reduced	5%	52%	-10%	—	84%	73%	74%	84%	73%	76%	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—

Unmit.	6.50	12.8	19.2	0.04	0.43	2.68	3.12	0.39	1.20	1.35	5,595
Mit.	5.60	4.89	22.5	0.04	0.09	1.90	1.99	0.08	0.51	0.59	5,595
% Reduced	14%	62%	-17%	—	79%	29%	36%	79%	58%	57%	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.19	2.33	3.50	0.01	0.08	0.49	0.57	0.07	0.22	0.25	926
Mit.	1.02	0.89	4.10	0.01	0.02	0.35	0.36	0.01	0.09	0.11	926
% Reduced	14%	62%	-17%	—	79%	29%	36%	79%	58%	57%	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	1.88	13.7	24.7	0.04	0.45	2.38	2.83	0.40	0.58	0.98	6,948
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	3.62	33.3	32.9	0.06	1.42	20.0	21.4	1.30	10.2	11.5	6,382
2026	30.7	29.4	39.7	0.10	1.19	9.53	10.7	1.09	3.73	4.83	15,239
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2025	0.43	3.92	3.88	0.01	0.17	2.35	2.52	0.15	1.20	1.35	752
2026	6.50	12.8	19.2	0.04	0.43	2.68	3.12	0.39	0.82	1.21	5,595
Annual	—	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.72	0.71	< 0.005	0.03	0.43	0.46	0.03	0.22	0.25	125
2026	1.19	2.33	3.50	0.01	0.08	0.49	0.57	0.07	0.15	0.22	926

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	0.98	5.70	28.4	0.04	0.11	2.38	2.50	0.10	0.58	0.68	6,948
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	0.65	3.18	32.8	0.06	0.11	5.41	5.52	0.11	2.70	2.81	6,382
2026	29.1	16.0	43.8	0.10	0.22	4.56	4.78	0.20	1.15	1.36	15,239
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.38	3.87	0.01	0.01	0.64	0.65	0.01	0.32	0.33	752
2026	5.60	4.89	22.5	0.04	0.09	1.90	1.99	0.08	0.51	0.59	5,595
Annual	—	—	—	—	—	—	—	—	—	—	—
2025	0.01	0.07	0.71	< 0.005	< 0.005	0.12	0.12	< 0.005	0.06	0.06	125
2026	1.02	0.89	4.10	0.01	0.02	0.35	0.36	0.01	0.09	0.11	926

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	17.0	13.7	82.1	0.25	0.25	18.6	18.8	0.23	4.77	5.00	39,249
Mit.	17.0	13.7	82.1	0.25	0.25	18.6	18.8	0.23	4.77	5.00	38,891
% Reduced	—	—	—	—	—	—	—	—	—	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.4	14.4	60.5	0.24	0.22	18.6	18.8	0.21	4.77	4.98	38,417
Mit.	14.4	14.4	60.5	0.24	0.22	18.6	18.8	0.21	4.77	4.98	38,058
% Reduced	—	—	—	—	—	—	—	—	—	—	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—

Unmit.	16.1	14.7	72.8	0.24	0.24	18.3	18.6	0.23	4.70	4.93	38,682
Mit.	16.1	14.7	72.8	0.24	0.24	18.3	18.6	0.23	4.70	4.93	38,323
% Reduced	—	—	—	—	—	—	—	—	—	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.94	2.68	13.3	0.04	0.04	3.34	3.39	0.04	0.86	0.90	6,404
Mit.	2.94	2.68	13.3	0.04	0.04	3.34	3.39	0.04	0.86	0.90	6,345
% Reduced	—	—	—	—	—	—	—	—	—	—	1%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.98	13.6	66.7	0.24	0.22	18.6	18.8	0.21	4.77	4.98	26,190
Area	11.0	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	63.4
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	11,617
Water	—	—	—	—	—	—	—	—	—	—	88.2
Waste	—	—	—	—	—	—	—	—	—	—	794
Refrig.	—	—	—	—	—	—	—	—	—	—	497
Total	17.0	13.7	82.1	0.25	0.25	18.6	18.8	0.23	4.77	5.00	39,249
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.91	14.4	60.5	0.24	0.22	18.6	18.8	0.21	4.77	4.98	25,421
Area	8.52	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	11,617
Water	—	—	—	—	—	—	—	—	—	—	88.2
Waste	—	—	—	—	—	—	—	—	—	—	794
Refrig.	—	—	—	—	—	—	—	—	—	—	497
Total	14.4	14.4	60.5	0.24	0.22	18.6	18.8	0.21	4.77	4.98	38,417

Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.87	14.6	62.3	0.24	0.22	18.3	18.6	0.21	4.70	4.92	25,643
Area	10.2	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	43.4
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	11,617
Water	—	—	—	—	—	—	—	—	—	—	88.2
Waste	—	—	—	—	—	—	—	—	—	—	794
Refrig.	—	—	—	—	—	—	—	—	—	—	497
Total	16.1	14.7	72.8	0.24	0.24	18.3	18.6	0.23	4.70	4.93	38,682
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.07	2.66	11.4	0.04	0.04	3.34	3.39	0.04	0.86	0.90	4,245
Area	1.87	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.19
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	1,923
Water	—	—	—	—	—	—	—	—	—	—	14.6
Waste	—	—	—	—	—	—	—	—	—	—	131
Refrig.	—	—	—	—	—	—	—	—	—	—	82.3
Total	2.94	2.68	13.3	0.04	0.04	3.34	3.39	0.04	0.86	0.90	6,404

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.98	13.6	66.7	0.24	0.22	18.6	18.8	0.21	4.77	4.98	26,190
Area	11.0	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	63.4
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	11,258
Water	—	—	—	—	—	—	—	—	—	—	88.2
Waste	—	—	—	—	—	—	—	—	—	—	794
Refrig.	—	—	—	—	—	—	—	—	—	—	497

Total	17.0	13.7	82.1	0.25	0.25	18.6	18.8	0.23	4.77	5.00	38,891
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.91	14.4	60.5	0.24	0.22	18.6	18.8	0.21	4.77	4.98	25,421
Area	8.52	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	11,258
Water	—	—	—	—	—	—	—	—	—	—	88.2
Waste	—	—	—	—	—	—	—	—	—	—	794
Refrig.	—	—	—	—	—	—	—	—	—	—	497
Total	14.4	14.4	60.5	0.24	0.22	18.6	18.8	0.21	4.77	4.98	38,058
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.87	14.6	62.3	0.24	0.22	18.3	18.6	0.21	4.70	4.92	25,643
Area	10.2	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	43.4
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	11,258
Water	—	—	—	—	—	—	—	—	—	—	88.2
Waste	—	—	—	—	—	—	—	—	—	—	794
Refrig.	—	—	—	—	—	—	—	—	—	—	497
Total	16.1	14.7	72.8	0.24	0.24	18.3	18.6	0.23	4.70	4.93	38,323
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.07	2.66	11.4	0.04	0.04	3.34	3.39	0.04	0.86	0.90	4,245
Area	1.87	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.19
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	1,864
Water	—	—	—	—	—	—	—	—	—	—	14.6
Waste	—	—	—	—	—	—	—	—	—	—	131
Refrig.	—	—	—	—	—	—	—	—	—	—	82.3
Total	2.94	2.68	13.3	0.04	0.04	3.34	3.39	0.04	0.86	0.90	6,345

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.53	33.0	31.7	0.06	1.41	—	1.41	1.30	—	1.30	5,982
Dust From Material Movement	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	3.89	3.73	0.01	0.17	—	0.17	0.15	—	0.15	705
Dust From Material Movement	—	—	—	—	—	2.32	2.32	—	1.19	1.19	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.71	0.68	< 0.005	0.03	—	0.03	0.03	—	0.03	117
Dust From Material Movement	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Worker	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	265
Vendor	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	0.16	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	135
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	31.8
Vendor	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	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	15.9
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.64

3.2. Site Preparation (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	2.92	31.6	0.06	0.11	—	0.11	0.11	—	0.11	5,982
Dust From Material Movement	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—
Onsite truck	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	0.34	3.72	0.01	0.01	—	0.01	0.01	—	0.01	705

Dust From Material Movement	—	—	—	—	—	0.60	0.60	—	0.31	0.31	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	117
Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	0.06	0.06	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	265
Vendor	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	0.16	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	135
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	31.8
Vendor	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	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	15.9
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.64

3.3. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.27	28.5	29.1	0.07	1.17	—	1.17	1.07	—	1.07	7,290
Dust From Material Movement	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	3.28	3.34	0.01	0.13	—	0.13	0.12	—	0.12	839
Dust From Material Movement	—	—	—	—	—	1.06	1.06	—	0.42	0.42	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.60	0.61	< 0.005	0.02	—	0.02	0.02	—	0.02	139
Dust From Material Movement	—	—	—	—	—	0.19	0.19	—	0.08	0.08	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.24	0.00	0.00	0.29	0.29	0.00	0.07	0.07	293
Vendor	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	34.2
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.66
Vendor	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

3.4. Grading (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.70	4.75	38.6	0.07	0.14	—	0.14	0.14	—	0.14	7,290
Dust From Material Movement	—	—	—	—	—	2.39	2.39	—	0.95	0.95	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.55	4.44	0.01	0.02	—	0.02	0.02	—	0.02	839
Dust From Material Movement	—	—	—	—	—	0.28	0.28	—	0.11	0.11	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.10	0.81	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	139
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.24	0.00	0.00	0.29	0.29	0.00	0.07	0.07	293
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	34.2
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.66
Vendor	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

3.5. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.29	11.1	14.5	0.03	0.42	—	0.42	0.39	—	0.39	3,074

Onsite truck	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	1.29	11.1	14.5	0.03	0.42	—	0.42	0.39	—	0.39	3,074
Onsite truck	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	0.78	6.68	8.67	0.02	0.25	—	0.25	0.23	—	0.23	1,845
Onsite truck	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	0.14	1.22	1.58	< 0.005	0.05	—	0.05	0.04	—	0.04	305
Onsite truck	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	0.53	0.56	9.33	0.00	0.00	1.89	1.89	0.00	0.44	0.44	1,986
Vendor	0.05	1.99	0.96	0.01	0.03	0.50	0.52	0.01	0.14	0.15	1,888
Hauling	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	0.53	0.63	7.96	0.00	0.00	1.89	1.89	0.00	0.44	0.44	1,878
Vendor	0.05	2.08	0.99	0.01	0.03	0.50	0.52	0.01	0.14	0.15	1,884
Hauling	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	0.32	0.41	5.00	0.00	0.00	1.12	1.12	0.00	0.26	0.26	1,145
Vendor	0.03	1.26	0.58	0.01	0.02	0.29	0.31	0.01	0.08	0.09	1,131
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.91	0.00	0.00	0.20	0.20	0.00	0.05	0.05	190

Vendor	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	187
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	3.15	18.1	0.03	0.09	—	0.09	0.09	—	0.09	3,074
Onsite truck	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	0.39	3.15	18.1	0.03	0.09	—	0.09	0.09	—	0.09	3,074
Onsite truck	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	0.24	1.89	10.9	0.02	0.05	—	0.05	0.05	—	0.05	1,845
Onsite truck	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	0.34	1.98	< 0.005	0.01	—	0.01	0.01	—	0.01	305
Onsite truck	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	0.53	0.56	9.33	0.00	0.00	1.89	1.89	0.00	0.44	0.44	1,986
Vendor	0.05	1.99	0.96	0.01	0.03	0.50	0.52	0.01	0.14	0.15	1,888
Hauling	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	0.53	0.63	7.96	0.00	0.00	1.89	1.89	0.00	0.44	0.44	1,878
Vendor	0.05	2.08	0.99	0.01	0.03	0.50	0.52	0.01	0.14	0.15	1,884
Hauling	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	0.32	0.41	5.00	0.00	0.00	1.12	1.12	0.00	0.26	0.26	1,145
Vendor	0.03	1.26	0.58	0.01	0.02	0.29	0.31	0.01	0.08	0.09	1,131
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.91	0.00	0.00	0.20	0.20	0.00	0.05	0.05	190
Vendor	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	187
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	1,516
Paving	1.13	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.45	0.63	< 0.005	0.02	—	0.02	0.02	—	0.02	95.5
Paving	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	15.8
Paving	0.01	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.09	7.37	2.82	0.04	0.08	1.61	1.68	0.08	0.44	0.52	6,182
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	12.5
Vendor	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	0.47	0.18	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	390
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.07
Vendor	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	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	64.5

3.8. Paving (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	1,516
Paving	1.13	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.67	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	95.5
Paving	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	15.8
Paving	0.01	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.09	7.37	2.82	0.04	0.08	1.61	1.68	0.08	0.44	0.52	6,182
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	12.5
Vendor	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	0.47	0.18	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	390
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.07
Vendor	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	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	64.5

3.9. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	26.6	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	24.2
Architectural Coatings	4.81	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.01
Architectural Coatings	0.88	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.11	0.13	1.59	0.00	0.00	0.38	0.38	0.00	0.09	0.09	376
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02	69.0
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.4
Vendor	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

3.10. Architectural Coating (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	134
Architectural Coatings	26.6	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.12	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	24.2
Architectural Coatings	4.81	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.01
Architectural Coatings	0.88	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.11	0.13	1.59	0.00	0.00	0.38	0.38	0.00	0.09	0.09	376
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02	69.0
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.4
Vendor	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

3.11. Underground Utilities (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.82	1.02	< 0.005	0.02	—	0.02	0.02	—	0.02	142
Onsite truck	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	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.57
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.42
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	32.5
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.99
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Underground Utilities (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.66	0.99	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	142
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.57
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.42
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	32.5
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.99
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.25	8.38	3.66	0.08	0.13	3.13	3.25	0.12	0.84	0.96	9,242
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	5.72	5.18	63.0	0.16	0.10	15.5	15.6	0.09	3.93	4.02	16,948
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	5.98	13.6	66.7	0.24	0.22	18.6	18.8	0.21	4.77	4.98	26,190
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.25	8.71	3.66	0.08	0.13	3.13	3.25	0.12	0.84	0.96	9,217
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	5.66	5.68	56.8	0.16	0.10	15.5	15.6	0.09	3.93	4.02	16,204

Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	5.91	14.4	60.5	0.24	0.22	18.6	18.8	0.21	4.77	4.98	25,421
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.05	1.61	0.67	0.01	0.02	0.56	0.59	0.02	0.15	0.17	1,528
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	1.03	1.05	10.7	0.03	0.02	2.78	2.80	0.02	0.71	0.72	2,718
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.07	2.66	11.4	0.04	0.04	3.34	3.39	0.04	0.86	0.90	4,245

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.25	8.38	3.66	0.08	0.13	3.13	3.25	0.12	0.84	0.96	9,242
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	5.72	5.18	63.0	0.16	0.10	15.5	15.6	0.09	3.93	4.02	16,948
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	5.98	13.6	66.7	0.24	0.22	18.6	18.8	0.21	4.77	4.98	26,190
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.25	8.71	3.66	0.08	0.13	3.13	3.25	0.12	0.84	0.96	9,217
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

General Office Building	5.66	5.68	56.8	0.16	0.10	15.5	15.6	0.09	3.93	4.02	16,204
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	5.91	14.4	60.5	0.24	0.22	18.6	18.8	0.21	4.77	4.98	25,421
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.05	1.61	0.67	0.01	0.02	0.56	0.59	0.02	0.15	0.17	1,528
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	1.03	1.05	10.7	0.03	0.02	2.78	2.80	0.02	0.71	0.72	2,718
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.07	2.66	11.4	0.04	0.04	3.34	3.39	0.04	0.86	0.90	4,245

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	9,408
Parking Lot	—	—	—	—	—	—	—	—	—	—	470
General Office Building	—	—	—	—	—	—	—	—	—	—	1,216
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	523
Total	—	—	—	—	—	—	—	—	—	—	11,617

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	9,408
Parking Lot	—	—	—	—	—	—	—	—	—	—	470
General Office Building	—	—	—	—	—	—	—	—	—	—	1,216
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	523
Total	—	—	—	—	—	—	—	—	—	—	11,617
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1,558
Parking Lot	—	—	—	—	—	—	—	—	—	—	77.9
General Office Building	—	—	—	—	—	—	—	—	—	—	201
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	86.6
Total	—	—	—	—	—	—	—	—	—	—	1,923

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	9,408
Parking Lot	—	—	—	—	—	—	—	—	—	—	470
General Office Building	—	—	—	—	—	—	—	—	—	—	857
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	523

Total	—	—	—	—	—	—	—	—	—	—	11,258
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	9,408
Parking Lot	—	—	—	—	—	—	—	—	—	—	470
General Office Building	—	—	—	—	—	—	—	—	—	—	857
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	523
Total	—	—	—	—	—	—	—	—	—	—	11,258
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1,558
Parking Lot	—	—	—	—	—	—	—	—	—	—	77.9
General Office Building	—	—	—	—	—	—	—	—	—	—	142
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	86.6
Total	—	—	—	—	—	—	—	—	—	—	1,864

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.59	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.93	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.52	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	63.4
Total	11.0	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	63.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.59	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.93	—	—	—	—	—	—	—	—	—	—
Total	8.52	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.39	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.17	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.32	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.19
Total	1.87	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.19

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.59	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.93	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.52	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	63.4
Total	11.0	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	63.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.59	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.93	—	—	—	—	—	—	—	—	—	—
Total	8.52	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.39	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.17	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.32	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.19
Total	1.87	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.19

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	88.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.00

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	88.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	88.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	88.2
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	14.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	14.6

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	88.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00

General Office Building	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	88.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	88.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	88.2
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	14.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	14.6

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	699
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	67.7
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	27.9
Total	—	—	—	—	—	—	—	—	—	—	794
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	699
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	67.7
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	27.9
Total	—	—	—	—	—	—	—	—	—	—	794
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	116
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	11.2
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	4.61
Total	—	—	—	—	—	—	—	—	—	—	131

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	699
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	67.7
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	27.9
Total	—	—	—	—	—	—	—	—	—	—	794
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	699
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	67.7
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	27.9
Total	—	—	—	—	—	—	—	—	—	—	794
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	116
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	11.2
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	4.61
Total	—	—	—	—	—	—	—	—	—	—	131

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	77.8
General Office Building	—	—	—	—	—	—	—	—	—	—	0.09
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	497
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	77.8
General Office Building	—	—	—	—	—	—	—	—	—	—	0.09
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	497
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	12.9
General Office Building	—	—	—	—	—	—	—	—	—	—	0.02
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	69.4
Total	—	—	—	—	—	—	—	—	—	—	82.3

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	77.8
General Office Building	—	—	—	—	—	—	—	—	—	—	0.09
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	497
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	77.8
General Office Building	—	—	—	—	—	—	—	—	—	—	0.09
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	497
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	12.9
General Office Building	—	—	—	—	—	—	—	—	—	—	0.02
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	69.4
Total	—	—	—	—	—	—	—	—	—	—	82.3

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

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

4.8.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

4.9.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	11/1/2025	12/31/2025	5.00	43.0	—
Grading	Grading	1/1/2026	2/28/2026	5.00	42.0	—
Building Construction	Building Construction	3/1/2026	12/31/2026	5.00	219	—
Paving	Paving	12/1/2026	12/31/2026	5.00	23.0	—
Architectural Coating	Architectural Coating	10/1/2026	12/31/2026	5.00	66.0	—
Underground Utilities	Trenching	1/1/2026	1/31/2026	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

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

Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	4.00	376	0.38
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Off-Highway Trucks	Diesel	Average	1.00	4.00	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	1.00	4.00	376	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Underground Utilities	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37

Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	4.00	376	0.38
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
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	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Grading	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	4.00	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	4.00	376	0.38
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48
Underground Utilities	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38

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	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	1.86	20.0	HHDT

Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	22.5	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	144	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	57.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	86.6	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	28.9	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Underground Utilities	—	—	—	—
Underground Utilities	Worker	2.50	18.5	LDA,LDT1,LDT2
Underground Utilities	Vendor	—	10.2	HHDT,MHDT
Underground Utilities	Hauling	0.00	20.0	HHDT
Underground Utilities	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	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	1.86	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	22.5	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	144	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	57.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	86.6	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	28.9	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Underground Utilities	—	—	—	—
Underground Utilities	Worker	2.50	18.5	LDA,LDT1,LDT2

Underground Utilities	Vendor	—	10.2	HHDT,MHDT
Underground Utilities	Hauling	0.00	20.0	HHDT
Underground Utilities	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	529,613	176,538	25,828

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	640	64.5	0.00	—
Grading	—	—	123	0.00	—
Paving	0.00	0.00	0.00	0.00	9.88

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
Industrial Park	0.00	0%
Parking Lot	9.88	100%

General Office Building	0.00	0%
Refrigerated Warehouse-No Rail	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	453	0.03	< 0.005
2026	0.00	453	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
Industrial Park	88.1	88.1	88.1	32,168	3,525	3,525	3,525	1,286,721
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	1,631	1,631	1,631	595,317	21,798	21,798	21,798	7,956,189
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	88.1	88.1	88.1	32,168	3,525	3,525	3,525	1,286,721
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	1,631	1,631	1,631	595,317	21,798	21,798	21,798	7,956,189
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	529,613	176,538	25,828

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	7,543,046	453	0.0330	0.0040	0.00

Parking Lot	377,083	453	0.0330	0.0040	0.00
General Office Building	974,596	453	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	419,527	453	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	7,543,046	453	0.0330	0.0040	0.00
Parking Lot	377,083	453	0.0330	0.0040	0.00
General Office Building	687,156	453	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	419,527	453	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	4,844,280	1,090,467
Parking Lot	0.00	0.00
General Office Building	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	4,844,280	1,090,467
Parking Lot	0.00	0.00
General Office Building	0.00	0.00

Refrigerated Warehouse-No Rail	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	370	—
Parking Lot	0.00	—
General Office Building	35.9	—
Refrigerated Warehouse-No Rail	14.8	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	370	—
Parking Lot	0.00	—
General Office Building	35.9	—
Refrigerated Warehouse-No Rail	14.8	—

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
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

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	25.7	annual days of extreme heat
Extreme Precipitation	7.90	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	26.2	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	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A

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

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	91.1
AQ-PM	57.0
AQ-DPM	18.0
Drinking Water	44.9
Lead Risk Housing	36.1
Pesticides	0.00
Toxic Releases	64.7
Traffic	12.9
Effect Indicators	—
CleanUp Sites	78.1
Groundwater	83.7
Haz Waste Facilities/Generators	68.4
Impaired Water Bodies	0.00
Solid Waste	24.8
Sensitive Population	—
Asthma	76.9
Cardio-vascular	71.5
Low Birth Weights	53.2
Socioeconomic Factor Indicators	—
Education	40.5
Housing	17.9
Linguistic	37.0
Poverty	37.2
Unemployment	44.4

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	73.3478763
Employed	89.04144745
Median HI	65.86680354
Education	—
Bachelor's or higher	67.68895162
High school enrollment	100
Preschool enrollment	69.40844347
Transportation	—
Auto Access	78.96830489
Active commuting	28.35878352
Social	—
2-parent households	22.4560503
Voting	22.26356987
Neighborhood	—
Alcohol availability	80.39266008
Park access	81.35506224
Retail density	13.62761453
Supermarket access	23.67509303
Tree canopy	62.00436289
Housing	—
Homeownership	69.22879507
Housing habitability	87.83523675
Low-inc homeowner severe housing cost burden	55.97330938
Low-inc renter severe housing cost burden	96.52252021

Uncrowded housing	42.30719877
Health Outcomes	—
Insured adults	58.96317208
Arthritis	0.0
Asthma ER Admissions	25.4
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	34.0
Cognitively Disabled	74.6
Physically Disabled	73.0
Heart Attack ER Admissions	36.8
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
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	17.2
SLR Inundation Area	0.0

Children	75.0
Elderly	50.9
English Speaking	68.1
Foreign-born	54.3
Outdoor Workers	61.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.2
Traffic Density	10.5
Traffic Access	23.0
Other Indices	—
Hardship	35.0
Other Decision Support	—
2016 Voting	49.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	56.0
Healthy Places Index Score for Project Location (b)	68.0
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	Building area, paved area, and lot acreage per site plan and project description. Parking lot = parking lots, loading bay areas, and driveways. Irrigated landscape area (77,754 SF) assumed to be all remaining project site area (project site - building footprint - paved/concrete area).
Construction: Construction Phases	Site preparation, grading, and underground utilities, and building construction schedules per project engineer. Architectural coating assumed to be concurrent with the last 3 months of building construction. Paving assumed to be concurrent with the last 1 months of building construction.
Construction: Off-Road Equipment	Underground utilities equipment per project engineer. All other equipment per model defaults, except water truck (Off-Highway Trucks) added to site preparation, grading, and building construction.
Operations: Vehicle Data	Trip Generation per Transportation Impact Study (LLG 2024). All truck trips assigned to Industrial Park land use, all other trips assigned to Office land use. Truck trip distance 40 miles consistent with SCAQMD WAIRE program methodology.
Construction: Trips and VMT	Paving haul truck trips added: 997 loads of aggregate/asphalt based on 12 inches uncompressed depth and 16 CY per tandem trailer load, resulting in 86.6 one-way trips per day.
Construction: Dust From Material Movement	40 truck loads (640 CY) of vegetation/debris hauled from site during site preparation per project engineer.
Operations: Fleet Mix	Truck trip assigned to Industrial Park land use. Truck fleet mix per Transportation Impact Study (LLG 2024): 32.7% 2 axle trucks (assumed to be LHDT2); 17.9% 3 axle trucks (assumed to be MHD); and 49.9% 4 or more axle trucks (assumes to be HHD).
Operations: Energy Use	Project Industrial Site buildings would be all-electric. Default natural gas use converted to equivalent electrical energy (1 kBTU = 0.2930711 kWh) and added to default electricity use.
Construction: Architectural Coatings	Industrial building coatings not to exceed 50 g/L as a design feature, in accordance with SCAQMD Rule 1113 VOC limit for Building Envelope Coating, Flats, Floor Coatings, and Non-flat coatings.
Operations: Water and Waste Water	Per Thienes Engineering water demand calculations for the industrial buildings, water demand would be 13,272 gallons per day (4,844,280 gallons per year). Water for industrial buildings assigned to Industrial Park land use.

Azusa Greens Phase 2 Residential Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Azusa Greens Phase 2 Residential
Construction Start Date	1/1/2026
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	22.4
Location	34.146863950104176, -117.92136721442182
County	Los Angeles-South Coast
City	Azusa
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5088
EDFZ	7
Electric Utility	Azusa Light & Power
Gas Utility	Southern California Gas
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
Apartments Mid Rise	154	Dwelling Unit	1.47	191,424	0.00	—	456	—

Condo/Townhouse	76.0	Dwelling Unit	9.92	1,138,683	293,512	—	225	—
General Office Building	10.9	1000sqft	0.25	10,932	0.00	—	—	—
Enclosed Parking Structure	9.03	1000sqft	0.21	9,030	0.00	—	—	—
Parking Lot	294	1000sqft	6.74	0.00	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
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	19.8	32.3	33.7	0.08	1.24	10.0	11.3	1.14	3.87	5.00	9,744
Mit.	19.0	8.24	43.2	0.08	0.16	3.22	3.38	0.16	1.16	1.33	9,744
% Reduced	4%	75%	-28%	—	87%	68%	70%	86%	70%	74%	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	19.8	30.7	31.4	0.06	1.29	19.9	21.2	1.19	10.2	11.4	6,357
Mit.	19.0	5.94	32.7	0.06	0.12	5.40	5.51	0.11	2.70	2.81	6,357
% Reduced	4%	81%	-4%	—	91%	73%	74%	90%	73%	75%	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.09	14.3	19.6	0.03	0.54	5.71	6.26	0.50	2.49	2.98	4,696
Mit.	6.71	3.85	21.9	0.03	0.09	2.36	2.45	0.08	0.86	0.94	4,696
% Reduced	5%	73%	-12%	—	83%	59%	61%	83%	66%	68%	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.29	2.61	3.57	0.01	0.10	1.04	1.14	0.09	0.45	0.54	778
Mit.	1.22	0.70	3.99	0.01	0.02	0.43	0.45	0.02	0.16	0.17	778
% Reduced	5%	73%	-12%	—	83%	59%	61%	83%	66%	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	3.58	32.3	33.7	0.08	1.24	10.0	11.3	1.14	3.87	5.00	9,744
2027	19.8	12.2	27.3	0.03	0.37	2.95	3.32	0.34	0.70	1.04	6,394
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	3.44	30.7	31.4	0.06	1.29	19.9	21.2	1.19	10.2	11.4	6,357
2027	19.8	12.4	25.4	0.03	0.37	2.95	3.32	0.34	0.70	1.04	6,239
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2026	1.78	14.3	19.6	0.03	0.54	5.71	6.26	0.50	2.49	2.98	4,696
2027	7.09	6.25	12.0	0.02	0.19	1.27	1.46	0.18	0.31	0.48	3,060
Annual	—	—	—	—	—	—	—	—	—	—	—
2026	0.33	2.61	3.57	0.01	0.10	1.04	1.14	0.09	0.45	0.54	778
2027	1.29	1.14	2.18	< 0.005	0.04	0.23	0.27	0.03	0.06	0.09	507

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	1.13	8.24	43.2	0.08	0.16	3.22	3.38	0.16	1.16	1.33	9,744
2027	19.0	5.73	29.5	0.03	0.11	2.95	3.06	0.11	0.70	0.81	6,394
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	1.06	5.26	32.7	0.06	0.12	5.40	5.51	0.11	2.70	2.81	6,357
2027	19.0	5.94	27.6	0.03	0.11	2.95	3.06	0.11	0.70	0.81	6,239
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2026	0.66	3.85	21.9	0.03	0.09	2.36	2.45	0.08	0.86	0.94	4,696
2027	6.71	3.00	12.9	0.02	0.05	1.27	1.32	0.05	0.31	0.36	3,060
Annual	—	—	—	—	—	—	—	—	—	—	—
2026	0.12	0.70	3.99	0.01	0.02	0.43	0.45	0.02	0.16	0.17	778
2027	1.22	0.55	2.36	< 0.005	0.01	0.23	0.24	0.01	0.06	0.06	507

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	35.0	2.40	40.9	0.07	0.05	6.72	6.77	0.05	1.71	1.76	10,982
Mit.	35.0	2.40	40.9	0.07	0.05	6.72	6.77	0.05	1.71	1.76	9,338
% Reduced	—	—	—	—	—	—	—	—	—	—	15%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Unmit.	33.7	2.48	24.5	0.07	0.05	6.72	6.77	0.04	1.71	1.75	10,630
Mit.	33.7	2.48	24.5	0.07	0.05	6.72	6.77	0.04	1.71	1.75	8,985
% Reduced	—	—	—	—	—	—	—	—	—	—	15%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	34.6	2.59	34.8	0.07	0.05	6.62	6.67	0.05	1.68	1.73	10,745
Mit.	34.6	2.59	34.8	0.07	0.05	6.62	6.67	0.05	1.68	1.73	9,101
% Reduced	—	—	—	—	—	—	—	—	—	—	15%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.31	0.47	6.35	0.01	0.01	1.21	1.22	0.01	0.31	0.32	1,779
Mit.	6.31	0.47	6.35	0.01	0.01	1.21	1.22	0.01	0.31	0.32	1,507
% Reduced	—	—	—	—	—	—	—	—	—	—	15%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.68	2.20	26.9	0.07	0.04	6.72	6.76	0.04	1.71	1.74	7,257
Area	32.3	0.13	13.9	< 0.005	0.01	—	0.01	0.01	—	0.01	38.6
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	3,129
Water	—	—	—	—	—	—	—	—	—	—	208
Waste	—	—	—	—	—	—	—	—	—	—	340
Refrig.	—	—	—	—	—	—	—	—	—	—	9.55
Total	35.0	2.40	40.9	0.07	0.05	6.72	6.77	0.05	1.71	1.76	10,982
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.65	2.40	24.5	0.07	0.04	6.72	6.76	0.04	1.71	1.74	6,943
Area	31.1	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	3,129
Water	—	—	—	—	—	—	—	—	—	—	208
Waste	—	—	—	—	—	—	—	—	—	—	340
Refrig.	—	—	—	—	—	—	—	—	—	—	9.55
Total	33.7	2.48	24.5	0.07	0.05	6.72	6.77	0.04	1.71	1.75	10,630
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.64	2.43	25.2	0.07	0.04	6.62	6.66	0.04	1.68	1.72	7,032
Area	31.9	0.09	9.55	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	26.4
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	3,129
Water	—	—	—	—	—	—	—	—	—	—	208
Waste	—	—	—	—	—	—	—	—	—	—	340
Refrig.	—	—	—	—	—	—	—	—	—	—	9.55
Total	34.6	2.59	34.8	0.07	0.05	6.62	6.67	0.05	1.68	1.73	10,745
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.48	0.44	4.60	0.01	0.01	1.21	1.22	0.01	0.31	0.31	1,164
Area	5.83	0.02	1.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.38
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	518
Water	—	—	—	—	—	—	—	—	—	—	34.5
Waste	—	—	—	—	—	—	—	—	—	—	56.3
Refrig.	—	—	—	—	—	—	—	—	—	—	1.58
Total	6.31	0.47	6.35	0.01	0.01	1.21	1.22	0.01	0.31	0.32	1,779

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.68	2.20	26.9	0.07	0.04	6.72	6.76	0.04	1.71	1.74	7,257

Area	32.3	0.13	13.9	< 0.005	0.01	—	0.01	0.01	—	0.01	38.6
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	1,485
Water	—	—	—	—	—	—	—	—	—	—	208
Waste	—	—	—	—	—	—	—	—	—	—	340
Refrig.	—	—	—	—	—	—	—	—	—	—	9.55
Total	35.0	2.40	40.9	0.07	0.05	6.72	6.77	0.05	1.71	1.76	9,338
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.65	2.40	24.5	0.07	0.04	6.72	6.76	0.04	1.71	1.74	6,943
Area	31.1	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	1,485
Water	—	—	—	—	—	—	—	—	—	—	208
Waste	—	—	—	—	—	—	—	—	—	—	340
Refrig.	—	—	—	—	—	—	—	—	—	—	9.55
Total	33.7	2.48	24.5	0.07	0.05	6.72	6.77	0.04	1.71	1.75	8,985
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.64	2.43	25.2	0.07	0.04	6.62	6.66	0.04	1.68	1.72	7,032
Area	31.9	0.09	9.55	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	26.4
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	1,485
Water	—	—	—	—	—	—	—	—	—	—	208
Waste	—	—	—	—	—	—	—	—	—	—	340
Refrig.	—	—	—	—	—	—	—	—	—	—	9.55
Total	34.6	2.59	34.8	0.07	0.05	6.62	6.67	0.05	1.68	1.73	9,101
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.48	0.44	4.60	0.01	0.01	1.21	1.22	0.01	0.31	0.31	1,164
Area	5.83	0.02	1.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.38
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	246
Water	—	—	—	—	—	—	—	—	—	—	34.5
Waste	—	—	—	—	—	—	—	—	—	—	56.3

Refrig.	—	—	—	—	—	—	—	—	—	—	1.58
Total	6.31	0.47	6.35	0.01	0.01	1.21	1.22	0.01	0.31	0.32	1,507

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.37	30.4	30.3	0.06	1.29	—	1.29	1.18	—	1.18	5,985
Dust From Material Movement	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	5.34	5.31	0.01	0.23	—	0.23	0.21	—	0.21	1,049
Dust From Material Movement	—	—	—	—	—	3.45	3.45	—	1.77	1.77	—
Onsite truck	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	0.97	0.97	< 0.005	0.04	—	0.04	0.04	—	0.04	174
Dust From Material Movement	—	—	—	—	—	0.63	0.63	—	0.32	0.32	—

Onsite truck	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	0.07	0.09	1.10	0.00	0.00	0.26	0.26	0.00	0.06	0.06	260
Vendor	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	0.13	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	112
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01	46.3
Vendor	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	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	19.6
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.24

3.2. Site Preparation (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	2.92	31.6	0.06	0.11	—	0.11	0.11	—	0.11	5,985
Dust From Material Movement	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—

Onsite truck	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	0.51	5.54	0.01	0.02	—	0.02	0.02	—	0.02	1,049
Dust From Material Movement	—	—	—	—	—	0.90	0.90	—	0.46	0.46	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.09	1.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	174
Dust From Material Movement	—	—	—	—	—	0.16	0.16	—	0.08	0.08	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	1.10	0.00	0.00	0.26	0.26	0.00	0.06	0.06	260
Vendor	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	0.13	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	112
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01	46.3
Vendor	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	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	19.6
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.24

3.3. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.27	28.5	29.1	0.07	1.17	—	1.17	1.07	—	1.07	7,290
Dust From Material Movement	—	—	—	—	—	9.21	9.21	—	3.65	3.65	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	3.36	3.42	0.01	0.14	—	0.14	0.13	—	0.13	859
Dust From Material Movement	—	—	—	—	—	1.09	1.09	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.61	0.62	< 0.005	0.03	—	0.03	0.02	—	0.02	142
Dust From Material Movement	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.45	0.00	0.00	0.29	0.29	0.00	0.07	0.07	309

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	2.05	0.81	0.01	0.02	0.46	0.49	0.02	0.13	0.15	1,791
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	35.0
Vendor	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	0.25	0.10	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	211
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.80
Vendor	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	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	34.9

3.4. Grading (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.70	4.75	38.6	0.07	0.14	—	0.14	0.14	—	0.14	7,290
Dust From Material Movement	—	—	—	—	—	2.39	2.39	—	0.95	0.95	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.56	4.55	0.01	0.02	—	0.02	0.02	—	0.02	859

Dust From Material Movement	—	—	—	—	—	0.28	0.28	—	0.11	0.11	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.10	0.83	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	142
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.45	0.00	0.00	0.29	0.29	0.00	0.07	0.07	309
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	2.05	0.81	0.01	0.02	0.46	0.49	0.02	0.13	0.15	1,791
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	35.0
Vendor	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	0.25	0.10	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	211
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.80
Vendor	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	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	34.9

3.5. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.2	13.3	0.02	0.39	—	0.39	0.36	—	0.36	2,573
Onsite truck	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	1.13	10.2	13.3	0.02	0.39	—	0.39	0.36	—	0.36	2,573
Onsite truck	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	0.47	4.26	5.59	0.01	0.16	—	0.16	0.15	—	0.15	1,077
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.78	1.02	< 0.005	0.03	—	0.03	0.03	—	0.03	178
Onsite truck	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	0.64	0.67	11.2	0.00	0.00	2.26	2.26	0.00	0.53	0.53	2,377
Vendor	0.03	0.96	0.46	0.01	0.01	0.24	0.25	0.01	0.07	0.07	909
Hauling	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	0.63	0.75	9.53	0.00	0.00	2.26	2.26	0.00	0.53	0.53	2,248
Vendor	0.02	1.00	0.47	0.01	0.01	0.24	0.25	0.01	0.07	0.07	907
Hauling	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	0.26	0.34	4.18	0.00	0.00	0.93	0.93	0.00	0.22	0.22	956
Vendor	0.01	0.42	0.20	< 0.005	0.01	0.10	0.10	< 0.005	0.03	0.03	380
Hauling	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	0.06	0.76	0.00	0.00	0.17	0.17	0.00	0.04	0.04	158
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	62.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	3.50	15.6	0.02	0.11	—	0.11	0.10	—	0.10	2,573
Onsite truck	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	0.40	3.50	15.6	0.02	0.11	—	0.11	0.10	—	0.10	2,573
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.47	6.54	0.01	0.05	—	0.05	0.04	—	0.04	1,077
Onsite truck	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	0.27	1.19	< 0.005	0.01	—	0.01	0.01	—	0.01	178
Onsite truck	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	0.64	0.67	11.2	0.00	0.00	2.26	2.26	0.00	0.53	0.53	2,377
Vendor	0.03	0.96	0.46	0.01	0.01	0.24	0.25	0.01	0.07	0.07	909
Hauling	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	0.63	0.75	9.53	0.00	0.00	2.26	2.26	0.00	0.53	0.53	2,248
Vendor	0.02	1.00	0.47	0.01	0.01	0.24	0.25	0.01	0.07	0.07	907
Hauling	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	0.26	0.34	4.18	0.00	0.00	0.93	0.93	0.00	0.22	0.22	956
Vendor	0.01	0.42	0.20	< 0.005	0.01	0.10	0.10	< 0.005	0.03	0.03	380
Hauling	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	0.06	0.76	0.00	0.00	0.17	0.17	0.00	0.04	0.04	158
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	62.9
Hauling	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 (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	9.69	13.3	0.02	0.35	—	0.35	0.32	—	0.32	2,573
Onsite truck	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	1.09	9.69	13.3	0.02	0.35	—	0.35	0.32	—	0.32	2,573
Onsite truck	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	0.45	4.00	5.50	0.01	0.14	—	0.14	0.13	—	0.13	1,062
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.73	1.00	< 0.005	0.03	—	0.03	0.02	—	0.02	176
Onsite truck	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	0.61	0.60	10.4	0.00	0.00	2.26	2.26	0.00	0.53	0.53	2,332
Vendor	0.03	0.92	0.44	0.01	0.01	0.24	0.24	0.01	0.07	0.07	890
Hauling	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	0.60	0.75	8.80	0.00	0.00	2.26	2.26	0.00	0.53	0.53	2,204
Vendor	0.02	0.95	0.45	0.01	0.01	0.24	0.24	0.01	0.07	0.07	888
Hauling	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	0.25	0.31	3.82	0.00	0.00	0.92	0.92	0.00	0.22	0.22	924
Vendor	0.01	0.40	0.18	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	367
Hauling	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	0.06	0.70	0.00	0.00	0.17	0.17	0.00	0.04	0.04	153
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	60.8

Hauling	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 (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	3.45	15.6	0.02	0.10	—	0.10	0.10	—	0.10	2,573
Onsite truck	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	0.40	3.45	15.6	0.02	0.10	—	0.10	0.10	—	0.10	2,573
Onsite truck	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	0.16	1.42	6.44	0.01	0.04	—	0.04	0.04	—	0.04	1,062
Onsite truck	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	0.26	1.18	< 0.005	0.01	—	0.01	0.01	—	0.01	176
Onsite truck	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	0.61	0.60	10.4	0.00	0.00	2.26	2.26	0.00	0.53	0.53	2,332
Vendor	0.03	0.92	0.44	0.01	0.01	0.24	0.24	0.01	0.07	0.07	890
Hauling	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	0.60	0.75	8.80	0.00	0.00	2.26	2.26	0.00	0.53	0.53	2,204
Vendor	0.02	0.95	0.45	0.01	0.01	0.24	0.24	0.01	0.07	0.07	888
Hauling	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	0.25	0.31	3.82	0.00	0.00	0.92	0.92	0.00	0.22	0.22	924
Vendor	0.01	0.40	0.18	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	367
Hauling	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	0.06	0.70	0.00	0.00	0.17	0.17	0.00	0.04	0.04	153
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	60.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	1,516
Paving	0.31	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.84	1.20	< 0.005	0.04	—	0.04	0.03	—	0.03	183
Paving	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	30.3
Paving	0.01	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	202
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	2.80	1.11	0.02	0.03	0.66	0.69	0.03	0.18	0.21	2,490
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	23.4
Vendor	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	0.36	0.13	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	300
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.88
Vendor	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	0.07	0.02	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	49.6

3.10. Paving (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	1,516
Paving	0.31	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.23	1.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	183
Paving	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	30.3
Paving	0.01	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	202
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	2.80	1.11	0.02	0.03	0.66	0.69	0.03	0.18	0.21	2,490
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	23.4
Vendor	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	0.36	0.13	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	300
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.88
Vendor	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	0.07	0.02	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	49.6

3.11. Architectural Coating (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	17.9	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	17.9	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.29	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	46.2
Architectural Coatings	6.17	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.66
Architectural Coatings	1.13	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	2.08	0.00	0.00	0.45	0.45	0.00	0.11	0.11	466
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.15	1.76	0.00	0.00	0.45	0.45	0.00	0.11	0.11	441
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.64	0.00	0.00	0.15	0.15	0.00	0.04	0.04	155
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	25.6
Vendor	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

3.12. Architectural Coating (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	134
Architectural Coatings	17.9	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	134
Architectural Coatings	17.9	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.22	0.33	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	46.2
Architectural Coatings	6.17	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.66
Architectural Coatings	1.13	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	2.08	0.00	0.00	0.45	0.45	0.00	0.11	0.11	466
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.15	1.76	0.00	0.00	0.45	0.45	0.00	0.11	0.11	441
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.05	0.64	0.00	0.00	0.15	0.15	0.00	0.04	0.04	155
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	25.6
Vendor	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

3.13. Underground Utilities (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.64	2.04	< 0.005	0.05	—	0.05	0.04	—	0.04	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.29	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01	50.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.38
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.02	0.32	0.00	0.00	0.07	0.07	0.00	0.02	0.02	68.7
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.8
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.95
Vendor	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

3.14. Underground Utilities (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	1.33	1.98	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	284
Onsite truck	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	0.24	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	50.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.38
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.32	0.00	0.00	0.07	0.07	0.00	0.02	0.02	68.7
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.8
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.95
Vendor	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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	2.68	2.20	26.9	0.07	0.04	6.72	6.76	0.04	1.71	1.74	7,257
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.68	2.20	26.9	0.07	0.04	6.72	6.76	0.04	1.71	1.74	7,257
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.65	2.40	24.5	0.07	0.04	6.72	6.76	0.04	1.71	1.74	6,943
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.65	2.40	24.5	0.07	0.04	6.72	6.76	0.04	1.71	1.74	6,943
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.48	0.44	4.60	0.01	0.01	1.21	1.22	0.01	0.31	0.31	1,164
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.48	0.44	4.60	0.01	0.01	1.21	1.22	0.01	0.31	0.31	1,164

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.68	2.20	26.9	0.07	0.04	6.72	6.76	0.04	1.71	1.74	7,257
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.68	2.20	26.9	0.07	0.04	6.72	6.76	0.04	1.71	1.74	7,257
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.65	2.40	24.5	0.07	0.04	6.72	6.76	0.04	1.71	1.74	6,943
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.65	2.40	24.5	0.07	0.04	6.72	6.76	0.04	1.71	1.74	6,943
Annual	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	0.48	0.44	4.60	0.01	0.01	1.21	1.22	0.01	0.31	0.31	1,164
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.48	0.44	4.60	0.01	0.01	1.21	1.22	0.01	0.31	0.31	1,164

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1,311
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	1,126
General Office Building	—	—	—	—	—	—	—	—	—	—	243
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	39.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	321
Total	—	—	—	—	—	—	—	—	—	—	3,040
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1,311
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	1,126
General Office Building	—	—	—	—	—	—	—	—	—	—	243
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	39.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	321
Total	—	—	—	—	—	—	—	—	—	—	3,040
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	217
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	186
General Office Building	—	—	—	—	—	—	—	—	—	—	40.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	6.53
Parking Lot	—	—	—	—	—	—	—	—	—	—	53.1
Total	—	—	—	—	—	—	—	—	—	—	503

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	412
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	444

General Office Building	—	—	—	—	—	—	—	—	—	—	180
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	39.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	321
Total	—	—	—	—	—	—	—	—	—	—	1,395
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	412
Condo/Townh ouse	—	—	—	—	—	—	—	—	—	—	444
General Office Building	—	—	—	—	—	—	—	—	—	—	180
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	39.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	321
Total	—	—	—	—	—	—	—	—	—	—	1,395
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	68.2
Condo/Townh ouse	—	—	—	—	—	—	—	—	—	—	73.4
General Office Building	—	—	—	—	—	—	—	—	—	—	29.8
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	6.53
Parking Lot	—	—	—	—	—	—	—	—	—	—	53.1
Total	—	—	—	—	—	—	—	—	—	—	231

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.7
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.7

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.7
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.7

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	28.7	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.33	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	1.28	0.13	13.9	< 0.005	0.01	—	0.01	0.01	—	0.01	38.6
Total	32.3	0.13	13.9	< 0.005	0.01	—	0.01	0.01	—	0.01	38.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	28.7	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.33	—	—	—	—	—	—	—	—	—	—
Total	31.1	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	5.24	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.16	0.02	1.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.38
Total	5.83	0.02	1.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.38

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	28.7	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.33	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	1.28	0.13	13.9	< 0.005	0.01	—	0.01	0.01	—	0.01	38.6
Total	32.3	0.13	13.9	< 0.005	0.01	—	0.01	0.01	—	0.01	38.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	28.7	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.33	—	—	—	—	—	—	—	—	—	—
Total	31.1	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	5.24	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.16	0.02	1.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.38
Total	5.83	0.02	1.74	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.38

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	95.9
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	79.8

General Office Building	—	—	—	—	—	—	—	—	—	—	32.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	208
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	95.9
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	79.8
General Office Building	—	—	—	—	—	—	—	—	—	—	32.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	208
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	15.9
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	13.2
General Office Building	—	—	—	—	—	—	—	—	—	—	5.38
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	34.5

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	95.9
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	79.8
General Office Building	—	—	—	—	—	—	—	—	—	—	32.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	208
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	95.9
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	79.8
General Office Building	—	—	—	—	—	—	—	—	—	—	32.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	208
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	15.9

Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	13.2
General Office Building	—	—	—	—	—	—	—	—	—	—	5.38
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	34.5

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	215
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	106
General Office Building	—	—	—	—	—	—	—	—	—	—	19.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	340
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	215

Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	106
General Office Building	—	—	—	—	—	—	—	—	—	—	19.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	340
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	35.6
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	17.5
General Office Building	—	—	—	—	—	—	—	—	—	—	3.17
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	56.3

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	215
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	106
General Office Building	—	—	—	—	—	—	—	—	—	—	19.2

Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	340
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	215
Condo/Townh ouse	—	—	—	—	—	—	—	—	—	—	106
General Office Building	—	—	—	—	—	—	—	—	—	—	19.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	340
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	35.6
Condo/Townh ouse	—	—	—	—	—	—	—	—	—	—	17.5
General Office Building	—	—	—	—	—	—	—	—	—	—	3.17
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	56.3

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.37
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	8.16
General Office Building	—	—	—	—	—	—	—	—	—	—	0.03
Total	—	—	—	—	—	—	—	—	—	—	9.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.37
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	8.16
General Office Building	—	—	—	—	—	—	—	—	—	—	0.03
Total	—	—	—	—	—	—	—	—	—	—	9.55
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	0.23
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	1.35
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	1.58

4.6.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.37
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	8.16
General Office Building	—	—	—	—	—	—	—	—	—	—	0.03
Total	—	—	—	—	—	—	—	—	—	—	9.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.37
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	8.16
General Office Building	—	—	—	—	—	—	—	—	—	—	0.03
Total	—	—	—	—	—	—	—	—	—	—	9.55
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	0.23
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	1.35
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	1.58

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

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

4.8.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

4.9.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	1/1/2026	3/31/2026	5.00	64.0	—
Grading	Grading	4/1/2026	5/31/2026	5.00	43.0	—
Building Construction	Building Construction	6/1/2026	7/30/2027	5.00	305	—
Paving	Paving	8/1/2027	9/30/2027	5.00	44.0	—
Architectural Coating	Architectural Coating	2/1/2027	7/26/2027	5.00	126	—
Underground Utilities	Trenching	4/1/2026	6/30/2026	5.00	65.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

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

Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	4.00	376	0.38
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Off-Highway Trucks	Diesel	Average	1.00	4.00	376	0.38
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Average	1.00	1.00	376	0.38
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Underground Utilities	Excavators	Diesel	Average	2.00	8.00	36.0	0.38

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37

Site Preparation	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	4.00	376	0.38
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
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	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Grading	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	4.00	376	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Building Construction	Forklifts	Diesel	Tier 4 Final	2.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Building Construction	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	1.00	376	0.38
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48
Underground Utilities	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38

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	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT

Site Preparation	Hauling	1.56	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	22.5	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	25.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	173	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	27.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	35.5	20.0	HHDT
Paving	Onsite truck	0.00	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	34.6	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Underground Utilities	—	—	—	—
Underground Utilities	Worker	5.00	18.5	LDA,LDT1,LDT2
Underground Utilities	Vendor	—	10.2	HHDT,MHDT
Underground Utilities	Hauling	0.00	20.0	HHDT
Underground Utilities	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	20.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	1.56	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	22.5	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	25.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	173	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	27.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	35.5	20.0	HHDT
Paving	Onsite truck	0.00	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	34.6	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Underground Utilities	—	—	—	—

Underground Utilities	Worker	5.00	18.5	LDA,LDT1,LDT2
Underground Utilities	Vendor	—	10.2	HHDT,MHDT
Underground Utilities	Hauling	0.00	20.0	HHDT
Underground Utilities	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	677,654	225,885	16,804	5,511	22,696

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	800	96.0	0.00	—
Grading	—	8,610	129	0.00	—
Paving	0.00	0.00	0.00	0.00	8.68

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
Apartments Mid Rise	—	0%

Condo/Townhouse	—	0%
General Office Building	0.00	0%
Enclosed Parking Structure	0.21	100%
Parking Lot	8.48	59%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	453	0.03	< 0.005
2027	0.00	453	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
Apartments Mid Rise	831	831	831	303,315	9,474	9,474	9,474	3,457,852
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	831	831	831	303,315	9,474	9,474	9,474	3,457,852
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	150
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	80
Conventional Wood Stoves	0

Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	150
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	80
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
2693466.675	897,822	16,804	5,511	18,153

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	1,051,160	453	0.0330	0.0040	0.00
Condo/Townhouse	902,611	453	0.0330	0.0040	0.00
General Office Building	194,811	453	0.0330	0.0040	277,088
Enclosed Parking Structure	31,618	453	0.0330	0.0040	0.00
Parking Lot	257,117	453	0.0330	0.0040	0.00

5.11.2. Mitigated

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

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

Apartments Mid Rise	330,242	453	0.0330	0.0040	0.00
Condo/Townhouse	355,711	453	0.0330	0.0040	0.00
General Office Building	144,198	453	0.0330	0.0040	277,088
Enclosed Parking Structure	31,618	453	0.0330	0.0040	0.00
Parking Lot	257,117	453	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	5,740,165	0.00
Condo/Townhouse	2,981,904	4,522,423
General Office Building	1,942,985	0.00
Enclosed Parking Structure	0.00	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	5,740,165	0.00
Condo/Townhouse	2,981,904	4,522,423
General Office Building	1,942,985	0.00
Enclosed Parking Structure	0.00	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)

Apartments Mid Rise	114	—
Condo/Townhouse	56.2	—
General Office Building	10.2	—
Enclosed Parking Structure	0.00	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	114	—
Condo/Townhouse	56.2	—
General Office Building	10.2	—
Enclosed Parking Structure	0.00	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

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	25.7	annual days of extreme heat
Extreme Precipitation	7.90	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	26.2	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	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	91.1
AQ-PM	57.0
AQ-DPM	18.0
Drinking Water	44.9
Lead Risk Housing	36.1
Pesticides	0.00
Toxic Releases	64.7
Traffic	12.9
Effect Indicators	—
CleanUp Sites	78.1
Groundwater	83.7
Haz Waste Facilities/Generators	68.4
Impaired Water Bodies	0.00
Solid Waste	24.8
Sensitive Population	—
Asthma	76.9
Cardio-vascular	71.5
Low Birth Weights	53.2

Socioeconomic Factor Indicators	—
Education	40.5
Housing	17.9
Linguistic	37.0
Poverty	37.2
Unemployment	44.4

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	73.3478763
Employed	89.04144745
Median HI	65.86680354
Education	—
Bachelor's or higher	67.68895162
High school enrollment	100
Preschool enrollment	69.40844347
Transportation	—
Auto Access	78.96830489
Active commuting	28.35878352
Social	—
2-parent households	22.4560503
Voting	22.26356987
Neighborhood	—
Alcohol availability	80.39266008
Park access	81.35506224
Retail density	13.62761453

Supermarket access	23.67509303
Tree canopy	62.00436289
Housing	—
Homeownership	69.22879507
Housing habitability	87.83523675
Low-inc homeowner severe housing cost burden	55.97330938
Low-inc renter severe housing cost burden	96.52252021
Uncrowded housing	42.30719877
Health Outcomes	—
Insured adults	58.96317208
Arthritis	0.0
Asthma ER Admissions	25.4
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	34.0
Cognitively Disabled	74.6
Physically Disabled	73.0
Heart Attack ER Admissions	36.8
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
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	17.2
SLR Inundation Area	0.0
Children	75.0
Elderly	50.9
English Speaking	68.1
Foreign-born	54.3
Outdoor Workers	61.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.2
Traffic Density	10.5
Traffic Access	23.0
Other Indices	—
Hardship	35.0
Other Decision Support	—
2016 Voting	49.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	56.0
Healthy Places Index Score for Project Location (b)	68.0
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	Land uses and area per site plan and project description. General Office Building = leasing office/clubhouse and pool cabana; Enclosed Parking Structure = detached garages; Parking Lot - parking areas, driveways, and all hardscape.
Construction: Construction Phases	Construction schedule per project engineer.
Construction: Off-Road Equipment	Underground Utilities equipment per project engineer. Off-Highway Truck = water trucks.
Construction: Trips and VMT	Paving haul truck trips added: 779 loads of aggregate/asphalt based on 12 inches uncompressed depth and 16 CY per tandem trailer load, resulting in 35.5 one-way trips per day.
Construction: Paving	Asphalt area approximately 200,000 SF out of 336,251 SF (59%) per project engineer.
Operations: Vehicle Data	Residential site trip generation (831 ADT) per Transportation Impact Study (LLG 2024). All trips applied to mid-rise apartment land use.
Operations: Hearths	No hearths per project description.
Operations: Energy Use	Project residential buildings would be all-electric (not the residential site clubhouse). Default natural gas use converted to equivalent electrical energy (1 kBTU = 0.2930711 kWh) and added to default electricity use.
Operations: Water and Waste Water	Landscape irrigation quantity per landscape plan.
Construction: Architectural Coatings	Residential clubhouse coatings not to exceed 50 g/L as a design feature, in accordance with SCAQMD Rule 1113 VOC limit for Building Envelope Coating, Flats, Floor Coatings, and Non-flat coatings.

Azusa Greens Phase 3 Golf v2 Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Azusa Greens Phase 3 Golf v2
Construction Start Date	1/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	22.4
Location	34.14363342299798, -117.91858971086725
County	Los Angeles-South Coast
City	Azusa
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5088
EDFZ	7
Electric Utility	Azusa Light & Power
Gas Utility	Southern California Gas
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
Golf Course	50.4	Acre	50.4	0.00	0.00	0.00	—	—

Parking Lot	85.0	1000sqft	1.95	0.00	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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.8	12.4	13.5	0.02	0.56	7.21	7.78	0.52	3.46	3.97	2,542
Mit.	16.7	1.22	14.1	0.02	0.05	1.97	2.02	0.05	0.92	0.97	2,542
% Reduced	1%	90%	-4%	—	92%	73%	74%	91%	73%	76%	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.37	0.29	0.36	< 0.005	0.01	0.10	0.12	0.01	0.05	0.06	62.4
Mit.	0.34	0.06	0.38	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	62.4
% Reduced	7%	80%	-4%	—	92%	70%	72%	91%	72%	76%	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.05	0.07	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	10.3
Mit.	0.06	0.01	0.07	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	10.3
% Reduced	7%	80%	-4%	—	92%	70%	72%	91%	72%	76%	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	16.8	12.4	13.5	0.02	0.56	7.21	7.78	0.52	3.46	3.97	2,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2026	0.37	0.29	0.36	< 0.005	0.01	0.10	0.12	0.01	0.05	0.06	62.4
Annual	—	—	—	—	—	—	—	—	—	—	—
2026	0.07	0.05	0.07	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	10.3

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	16.7	1.22	14.1	0.02	0.05	1.97	2.02	0.05	0.92	0.97	2,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2026	0.34	0.06	0.38	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	62.4
Annual	—	—	—	—	—	—	—	—	—	—	—
2026	0.06	0.01	0.07	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	10.3

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.75	0.87	10.6	0.03	0.02	2.59	2.60	0.02	0.66	0.67	3,018
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.74	0.95	9.51	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,893
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.73	0.96	9.81	0.03	0.02	2.55	2.57	0.02	0.65	0.66	2,929
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.50	0.18	1.79	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	485

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.96	0.87	10.6	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,837
Area	1.79	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	92.9
Water	—	—	—	—	—	—	—	—	—	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	88.4
Refrig.	—	—	—	—	—	—	—	—	—	—	0.00
Total	2.75	0.87	10.6	0.03	0.02	2.59	2.60	0.02	0.66	0.67	3,018
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.95	0.95	9.51	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,712
Area	1.79	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	92.9
Water	—	—	—	—	—	—	—	—	—	—	0.00

Waste	—	—	—	—	—	—	—	—	—	—	88.4
Refrig.	—	—	—	—	—	—	—	—	—	—	0.00
Total	2.74	0.95	9.51	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,893
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.94	0.96	9.81	0.03	0.02	2.55	2.57	0.02	0.65	0.66	2,747
Area	1.79	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	92.9
Water	—	—	—	—	—	—	—	—	—	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	88.4
Refrig.	—	—	—	—	—	—	—	—	—	—	0.00
Total	2.73	0.96	9.81	0.03	0.02	2.55	2.57	0.02	0.65	0.66	2,929
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.17	0.18	1.79	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	455
Area	0.33	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	15.4
Water	—	—	—	—	—	—	—	—	—	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	14.6
Refrig.	—	—	—	—	—	—	—	—	—	—	0.00
Total	0.50	0.18	1.79	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	485

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.96	0.87	10.6	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,837
Area	1.79	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	92.9

Water	—	—	—	—	—	—	—	—	—	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	88.4
Refrig.	—	—	—	—	—	—	—	—	—	—	0.00
Total	2.75	0.87	10.6	0.03	0.02	2.59	2.60	0.02	0.66	0.67	3,018
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.95	0.95	9.51	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,712
Area	1.79	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	92.9
Water	—	—	—	—	—	—	—	—	—	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	88.4
Refrig.	—	—	—	—	—	—	—	—	—	—	0.00
Total	2.74	0.95	9.51	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,893
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.94	0.96	9.81	0.03	0.02	2.55	2.57	0.02	0.65	0.66	2,747
Area	1.79	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	92.9
Water	—	—	—	—	—	—	—	—	—	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	88.4
Refrig.	—	—	—	—	—	—	—	—	—	—	0.00
Total	2.73	0.96	9.81	0.03	0.02	2.55	2.57	0.02	0.65	0.66	2,929
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.17	0.18	1.79	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	455
Area	0.33	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	15.4
Water	—	—	—	—	—	—	—	—	—	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	14.6
Refrig.	—	—	—	—	—	—	—	—	—	—	0.00
Total	0.50	0.18	1.79	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	485

3. Construction Emissions Details

3.1. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.40	12.4	13.0	0.02	0.56	—	0.56	0.52	—	0.52	2,412
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.17	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	33.0
Dust From Material Movement	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.47
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
Offsite	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	130
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 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
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.30
Vendor	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

3.2. Grading (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	1.18	13.5	0.02	0.05	—	0.05	0.05	—	0.05	2,412
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.02	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	33.0
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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.47
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	130
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 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
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.30
Vendor	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

3.3. Paving (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	3.56	4.97	0.01	0.16	—	0.16	0.15	—	0.15	758
Paving	0.51	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	20.8
Paving	0.01	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.44
Paving	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	97.5
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.71

Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.45
Vendor	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

3.4. Paving (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.97	5.30	0.01	0.01	—	0.01	0.01	—	0.01	758
Paving	0.51	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	20.8
Paving	0.01	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.44
Paving	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	97.5
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.71
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.45
Vendor	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

3.5. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	16.6	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.57
Architectural Coatings	0.32	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.43
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.33	0.00	0.00	0.08	0.08	0.00	0.02	0.02	78.0
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.52
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Architectural Coating (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	134
Architectural Coatings	16.6	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.57
Architectural Coatings	0.32	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.43
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.33	0.00	0.00	0.08	0.08	0.00	0.02	0.02	78.0
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.52
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.96	0.87	10.6	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,837
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.96	0.87	10.6	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,837
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.95	0.95	9.51	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,712
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.95	0.95	9.51	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,712
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.17	0.18	1.79	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	455
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.17	0.18	1.79	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	455

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.96	0.87	10.6	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,837
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.96	0.87	10.6	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,837
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.95	0.95	9.51	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,712
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.95	0.95	9.51	0.03	0.02	2.59	2.60	0.02	0.66	0.67	2,712
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.17	0.18	1.79	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	455
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.17	0.18	1.79	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	455

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	92.9
Total	—	—	—	—	—	—	—	—	—	—	92.9

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	92.9
Total	—	—	—	—	—	—	—	—	—	—	92.9
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	15.4
Total	—	—	—	—	—	—	—	—	—	—	15.4

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	92.9
Total	—	—	—	—	—	—	—	—	—	—	92.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	92.9
Total	—	—	—	—	—	—	—	—	—	—	92.9
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	15.4
Total	—	—	—	—	—	—	—	—	—	—	15.4

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.60	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.20	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	1.79	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.60	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.20	—	—	—	—	—	—	—	—	—	—
Total	1.79	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.29	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.33	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.60	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.20	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	1.79	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.60	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.20	—	—	—	—	—	—	—	—	—	—
Total	1.79	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.29	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.33	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	88.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	88.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	88.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	88.4
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	14.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	14.6

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	88.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	88.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	88.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	88.4
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	14.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	14.6

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00

4.6.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

4.7.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

4.8.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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
Grading	Grading	1/1/2026	1/7/2026	5.00	5.00	—
Paving	Paving	1/8/2026	1/21/2026	5.00	10.0	—
Architectural Coating	Architectural Coating	1/22/2026	1/31/2026	5.00	7.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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	1.00	8.00	84.0	0.37
Grading	Off-Highway Trucks	Diesel	Average	1.00	1.00	376	0.38
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	1.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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	1.00	8.00	84.0	0.37
Grading	Off-Highway Trucks	Diesel	Tier 4 Final	1.00	1.00	376	0.38
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	1.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	7.50	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	6.00	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT

Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	7.50	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	6.00	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	20,000	0.00	5,102

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)
Grading	—	—	5.00	0.00	—
Paving	0.00	0.00	0.00	0.00	1.95

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
Golf Course	0.00	0%
Parking Lot	1.95	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	453	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
Golf Course	273	273	273	99,640	3,648	3,648	3,648	1,331,650
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Golf Course	273	273	273	99,640	3,648	3,648	3,648	1,331,650
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	111,555	37,185	5,102

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Golf Course	0.00	453	0.0330	0.0040	0.00
Parking Lot	74,487	453	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Golf Course	0.00	453	0.0330	0.0040	0.00
Parking Lot	74,487	453	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Golf Course	0.00	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Golf Course	0.00	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Golf Course	46.9	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Golf Course	46.9	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Golf Course	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Golf Course	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Golf Course	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Golf Course	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	25.7	annual days of extreme heat
Extreme Precipitation	7.90	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	26.2	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	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	91.1
AQ-PM	57.0
AQ-DPM	18.0
Drinking Water	44.9
Lead Risk Housing	36.1
Pesticides	0.00
Toxic Releases	64.7
Traffic	12.9
Effect Indicators	—
CleanUp Sites	78.1
Groundwater	83.7

Haz Waste Facilities/Generators	68.4
Impaired Water Bodies	0.00
Solid Waste	24.8
Sensitive Population	—
Asthma	76.9
Cardio-vascular	71.5
Low Birth Weights	53.2
Socioeconomic Factor Indicators	—
Education	40.5
Housing	17.9
Linguistic	37.0
Poverty	37.2
Unemployment	44.4

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	73.3478763
Employed	89.04144745
Median HI	65.86680354
Education	—
Bachelor's or higher	67.68895162
High school enrollment	100
Preschool enrollment	69.40844347
Transportation	—
Auto Access	78.96830489
Active commuting	28.35878352

Social	—
2-parent households	22.4560503
Voting	22.26356987
Neighborhood	—
Alcohol availability	80.39266008
Park access	81.35506224
Retail density	13.62761453
Supermarket access	23.67509303
Tree canopy	62.00436289
Housing	—
Homeownership	69.22879507
Housing habitability	87.83523675
Low-inc homeowner severe housing cost burden	55.97330938
Low-inc renter severe housing cost burden	96.52252021
Uncrowded housing	42.30719877
Health Outcomes	—
Insured adults	58.96317208
Arthritis	0.0
Asthma ER Admissions	25.4
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	34.0
Cognitively Disabled	74.6
Physically Disabled	73.0

Heart Attack ER Admissions	36.8
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
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	17.2
SLR Inundation Area	0.0
Children	75.0
Elderly	50.9
English Speaking	68.1
Foreign-born	54.3
Outdoor Workers	61.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.2
Traffic Density	10.5
Traffic Access	23.0
Other Indices	—
Hardship	35.0
Other Decision Support	—
2016 Voting	49.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	56.0
Healthy Places Index Score for Project Location (b)	68.0
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	Clubhouse area estimated from site plan. Parking lot area per project engineer.
Construction: Construction Phases	Construction schedule per project engineer.
Construction: Off-Road Equipment	Grading equipment for realignment of hole 7 tee box and hole 8 green, and minor expansion of parking lot. Off-Highway Truck = water truck.
Construction: Trips and VMT	3 workers assumed for clubhouse interior painting and parking lot striping.
Construction: Architectural Coatings	Only limited interior painting for clubhouse renovations per project engineer.
Operations: Vehicle Data	Golf course trip generation, 274 ADT, per TIS (LLG 2024).

Azusa Greens Final Operation v2 Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Azusa Greens Final Operation v2
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	22.4
Location	34.145690338194484, -117.92037304026584
County	Los Angeles-South Coast
City	Azusa
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5088
EDFZ	7
Electric Utility	Azusa Light & Power
Gas Utility	Southern California Gas
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
Industrial Park	299	1000sqft	8.64	298,751	77,754	—	—	Industrial Site
General Office Building	38.6	1000sqft	0.44	38,600	0.00	—	—	Industrial Site

Refrigerated Warehouse-No Rail	15.7	1000sqft	0.00	15,724	0.00	—	—	Industrial Site
Parking Lot	430	1000sqft	9.88	0.00	0.00	—	—	Industrial Site
Apartments Mid Rise	154	Dwelling Unit	1.47	191,424	0.00	—	456	Residential Site
Condo/Townhouse	76.0	Dwelling Unit	9.99	138,683	293,512	—	225	Residential Site
General Office Building	10.9	1000sqft	0.25	10,932	0.00	—	—	Residential Site
Enclosed Parking Structure	9.03	1000sqft	0.21	9,030	0.00	—	—	Residential Site
Parking Lot	336	1000sqft	7.72	0.00	0.00	—	—	Residential Site
Golf Course	51.4	Acre	51.4	0.00	0.00	0.00	—	Golf Course
Parking Lot	85.0	1000sqft	1.95	0.00	0.00	—	—	Golf Course

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	31.4	16.2	130	0.34	0.31	27.9	28.2	0.29	7.13	7.42	52,715
Mit.	31.4	16.2	130	0.34	0.31	27.9	28.2	0.29	7.13	7.42	50,712
% Reduced	—	—	—	—	—	—	—	—	—	—	4%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Unmit.	27.5	17.0	91.7	0.33	0.28	27.9	28.2	0.26	7.13	7.39	51,432
Mit.	27.5	17.0	91.7	0.33	0.28	27.9	28.2	0.26	7.13	7.39	49,429
% Reduced	—	—	—	—	—	—	—	—	—	—	4%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	30.1	17.4	115	0.33	0.30	27.5	27.8	0.28	7.04	7.32	51,839
Mit.	30.1	17.4	115	0.33	0.30	27.5	27.8	0.28	7.04	7.32	49,836
% Reduced	—	—	—	—	—	—	—	—	—	—	4%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.49	3.17	20.9	0.06	0.06	5.02	5.07	0.05	1.28	1.33	8,583
Mit.	5.49	3.17	20.9	0.06	0.06	5.02	5.07	0.05	1.28	1.33	8,251
% Reduced	—	—	—	—	—	—	—	—	—	—	4%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.35	15.8	101	0.34	0.27	27.9	28.2	0.26	7.13	7.39	35,708
Area	22.1	0.26	29.3	< 0.005	0.03	—	0.03	0.03	—	0.03	102
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	14,885
Water	—	—	—	—	—	—	—	—	—	—	296
Waste	—	—	—	—	—	—	—	—	—	—	1,224
Refrig.	—	—	—	—	—	—	—	—	—	—	499
Total	31.4	16.2	130	0.34	0.31	27.9	28.2	0.29	7.13	7.42	52,715
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.25	16.9	91.7	0.33	0.27	27.9	28.2	0.26	7.13	7.39	34,527
Area	18.3	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	14,885
Water	—	—	—	—	—	—	—	—	—	—	296
Waste	—	—	—	—	—	—	—	—	—	—	1,224
Refrig.	—	—	—	—	—	—	—	—	—	—	499
Total	27.5	17.0	91.7	0.33	0.28	27.9	28.2	0.26	7.13	7.39	51,432
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.19	17.1	94.4	0.33	0.27	27.5	27.8	0.26	7.04	7.29	34,864
Area	20.9	0.18	20.1	< 0.005	0.02	—	0.02	0.02	—	0.02	69.8
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	14,885
Water	—	—	—	—	—	—	—	—	—	—	296
Waste	—	—	—	—	—	—	—	—	—	—	1,224
Refrig.	—	—	—	—	—	—	—	—	—	—	499
Total	30.1	17.4	115	0.33	0.30	27.5	27.8	0.28	7.04	7.32	51,839
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.68	3.12	17.2	0.06	0.05	5.02	5.07	0.05	1.28	1.33	5,772
Area	3.81	0.03	3.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	11.6
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2,464
Water	—	—	—	—	—	—	—	—	—	—	49.1
Waste	—	—	—	—	—	—	—	—	—	—	203
Refrig.	—	—	—	—	—	—	—	—	—	—	82.7
Total	5.49	3.17	20.9	0.06	0.06	5.02	5.07	0.05	1.28	1.33	8,583

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.35	15.8	101	0.34	0.27	27.9	28.2	0.26	7.13	7.39	35,708

Area	22.1	0.26	29.3	< 0.005	0.03	—	0.03	0.03	—	0.03	102
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	12,882
Water	—	—	—	—	—	—	—	—	—	—	296
Waste	—	—	—	—	—	—	—	—	—	—	1,224
Refrig.	—	—	—	—	—	—	—	—	—	—	499
Total	31.4	16.2	130	0.34	0.31	27.9	28.2	0.29	7.13	7.42	50,712
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.25	16.9	91.7	0.33	0.27	27.9	28.2	0.26	7.13	7.39	34,527
Area	18.3	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	12,882
Water	—	—	—	—	—	—	—	—	—	—	296
Waste	—	—	—	—	—	—	—	—	—	—	1,224
Refrig.	—	—	—	—	—	—	—	—	—	—	499
Total	27.5	17.0	91.7	0.33	0.28	27.9	28.2	0.26	7.13	7.39	49,429
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.19	17.1	94.4	0.33	0.27	27.5	27.8	0.26	7.04	7.29	34,864
Area	20.9	0.18	20.1	< 0.005	0.02	—	0.02	0.02	—	0.02	69.8
Energy	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	12,882
Water	—	—	—	—	—	—	—	—	—	—	296
Waste	—	—	—	—	—	—	—	—	—	—	1,224
Refrig.	—	—	—	—	—	—	—	—	—	—	499
Total	30.1	17.4	115	0.33	0.30	27.5	27.8	0.28	7.04	7.32	49,836
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.68	3.12	17.2	0.06	0.05	5.02	5.07	0.05	1.28	1.33	5,772
Area	3.81	0.03	3.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	11.6
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2,133
Water	—	—	—	—	—	—	—	—	—	—	49.1
Waste	—	—	—	—	—	—	—	—	—	—	203

Refrig.	—	—	—	—	—	—	—	—	—	—	82.7
Total	5.49	3.17	20.9	0.06	0.06	5.02	5.07	0.05	1.28	1.33	8,251

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.24	7.94	3.46	0.08	0.12	3.12	3.25	0.12	0.84	0.96	9,020
General Office Building	5.51	4.87	60.6	0.16	0.09	15.5	15.6	0.09	3.93	4.01	16,645
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Mid Rise	2.68	2.20	26.9	0.07	0.04	6.72	6.76	0.04	1.71	1.74	7,257
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.92	0.82	10.1	0.03	0.02	2.59	2.60	0.01	0.66	0.67	2,786
Total	9.35	15.8	101	0.34	0.27	27.9	28.2	0.26	7.13	7.39	35,708
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.23	8.26	3.47	0.08	0.12	3.12	3.25	0.12	0.84	0.96	8,997

General Office Building	5.45	5.33	54.6	0.15	0.09	15.5	15.6	0.09	3.93	4.01	15,922
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Mid Rise	2.65	2.40	24.5	0.07	0.04	6.72	6.76	0.04	1.71	1.74	6,943
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.91	0.89	9.14	0.03	0.02	2.59	2.60	0.01	0.66	0.67	2,665
Total	9.25	16.9	91.7	0.33	0.27	27.9	28.2	0.26	7.13	7.39	34,527
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	1.53	0.63	0.01	0.02	0.56	0.59	0.02	0.15	0.17	1,491
General Office Building	0.99	0.99	10.3	0.03	0.02	2.78	2.80	0.02	0.71	0.72	2,670
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Mid Rise	0.48	0.44	4.60	0.01	0.01	1.21	1.22	0.01	0.31	0.31	1,164
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.17	0.16	1.72	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	447
Total	1.68	3.12	17.2	0.06	0.05	5.02	5.07	0.05	1.28	1.33	5,772

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.24	7.94	3.46	0.08	0.12	3.12	3.25	0.12	0.84	0.96	9,020
General Office Building	5.51	4.87	60.6	0.16	0.09	15.5	15.6	0.09	3.93	4.01	16,645
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Mid Rise	2.68	2.20	26.9	0.07	0.04	6.72	6.76	0.04	1.71	1.74	7,257
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.92	0.82	10.1	0.03	0.02	2.59	2.60	0.01	0.66	0.67	2,786
Total	9.35	15.8	101	0.34	0.27	27.9	28.2	0.26	7.13	7.39	35,708
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.23	8.26	3.47	0.08	0.12	3.12	3.25	0.12	0.84	0.96	8,997
General Office Building	5.45	5.33	54.6	0.15	0.09	15.5	15.6	0.09	3.93	4.01	15,922
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Mid Rise	2.65	2.40	24.5	0.07	0.04	6.72	6.76	0.04	1.71	1.74	6,943

Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.91	0.89	9.14	0.03	0.02	2.59	2.60	0.01	0.66	0.67	2,665
Total	9.25	16.9	91.7	0.33	0.27	27.9	28.2	0.26	7.13	7.39	34,527
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	1.53	0.63	0.01	0.02	0.56	0.59	0.02	0.15	0.17	1,491
General Office Building	0.99	0.99	10.3	0.03	0.02	2.78	2.80	0.02	0.71	0.72	2,670
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Mid Rise	0.48	0.44	4.60	0.01	0.01	1.21	1.22	0.01	0.31	0.31	1,164
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	0.17	0.16	1.72	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	447
Total	1.68	3.12	17.2	0.06	0.05	5.02	5.07	0.05	1.28	1.33	5,772

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	—	—	—	—	—	—	—	—	—	—	9,408
General Office Building	—	—	—	—	—	—	—	—	—	—	1,458
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	523
Parking Lot	—	—	—	—	—	—	—	—	—	—	931
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1,311
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	1,126
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	39.4
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	14,796
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	9,408
General Office Building	—	—	—	—	—	—	—	—	—	—	1,458
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	523
Parking Lot	—	—	—	—	—	—	—	—	—	—	931
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1,311
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	1,126
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	39.4
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	14,796

Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1,558
General Office Building	—	—	—	—	—	—	—	—	—	—	241
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	86.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	154
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	217
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	186
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	6.53
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	2,450

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	9,408
General Office Building	—	—	—	—	—	—	—	—	—	—	1,037
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	523
Parking Lot	—	—	—	—	—	—	—	—	—	—	931
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	412

Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	444
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	39.4
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	12,793
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	9,408
General Office Building	—	—	—	—	—	—	—	—	—	—	1,037
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	523
Parking Lot	—	—	—	—	—	—	—	—	—	—	931
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	412
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	444
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	39.4
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	12,793
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1,558
General Office Building	—	—	—	—	—	—	—	—	—	—	172
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	86.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	154

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	68.2
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	73.4
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	6.53
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	2,118

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.7
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.7

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townh ouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	89.0
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.7
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Golf Course	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.7

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	16.5	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.75	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.80	0.26	29.3	< 0.005	0.03	—	0.03	0.03	—	0.03	102
Total	22.1	0.26	29.3	< 0.005	0.03	—	0.03	0.03	—	0.03	102
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	16.5	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.75	—	—	—	—	—	—	—	—	—	—
Total	18.3	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	3.02	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.48	0.03	3.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	11.6
Total	3.81	0.03	3.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	11.6

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Consumer Products	16.5	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.75	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.80	0.26	29.3	< 0.005	0.03	—	0.03	0.03	—	0.03	102
Total	22.1	0.26	29.3	< 0.005	0.03	—	0.03	0.03	—	0.03	102
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	16.5	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.75	—	—	—	—	—	—	—	—	—	—
Total	18.3	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	3.02	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.48	0.03	3.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	11.6
Total	3.81	0.03	3.66	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	11.6

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	—	—	—	—	—	—	—	—	—	—	88.2
General Office Building	—	—	—	—	—	—	—	—	—	—	32.5
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	95.9
Condo/Townh ouse	—	—	—	—	—	—	—	—	—	—	79.8
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	88.2
General Office Building	—	—	—	—	—	—	—	—	—	—	32.5
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	95.9
Condo/Townh ouse	—	—	—	—	—	—	—	—	—	—	79.8
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	296

Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	14.6
General Office Building	—	—	—	—	—	—	—	—	—	—	5.38
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	15.9
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	13.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	49.1

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	88.2
General Office Building	—	—	—	—	—	—	—	—	—	—	32.5
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	95.9

Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	79.8
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	88.2
General Office Building	—	—	—	—	—	—	—	—	—	—	32.5
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	95.9
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	79.8
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	296
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	14.6
General Office Building	—	—	—	—	—	—	—	—	—	—	5.38
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	15.9
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	13.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	49.1

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	699
General Office Building	—	—	—	—	—	—	—	—	—	—	86.9
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	27.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	215
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	106
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	90.1
Total	—	—	—	—	—	—	—	—	—	—	1,224

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	699
General Office Building	—	—	—	—	—	—	—	—	—	—	86.9
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	27.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	215
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	106
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	90.1
Total	—	—	—	—	—	—	—	—	—	—	1,224
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	116
General Office Building	—	—	—	—	—	—	—	—	—	—	14.4
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	4.61
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	35.6
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	17.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	14.9

Total	—	—	—	—	—	—	—	—	—	—	203

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	699
General Office Building	—	—	—	—	—	—	—	—	—	—	86.9
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	27.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	215
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	106
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	90.1
Total	—	—	—	—	—	—	—	—	—	—	1,224
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	699
General Office Building	—	—	—	—	—	—	—	—	—	—	86.9
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	27.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	215
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	106
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	90.1
Total	—	—	—	—	—	—	—	—	—	—	1,224
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	116
General Office Building	—	—	—	—	—	—	—	—	—	—	14.4
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	4.61
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	35.6
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	17.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00
Golf Course	—	—	—	—	—	—	—	—	—	—	14.9
Total	—	—	—	—	—	—	—	—	—	—	203

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	77.8
General Office Building	—	—	—	—	—	—	—	—	—	—	0.12
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.37
Condo/Townh ouse	—	—	—	—	—	—	—	—	—	—	0.99
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	499
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	77.8
General Office Building	—	—	—	—	—	—	—	—	—	—	0.12
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.37
Condo/Townh ouse	—	—	—	—	—	—	—	—	—	—	0.99
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	499
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	12.9
General Office Building	—	—	—	—	—	—	—	—	—	—	0.02
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	0.23

Condo/Townh	—	—	—	—	—	—	—	—	—	—	0.16
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	69.4
Total	—	—	—	—	—	—	—	—	—	—	82.7

4.6.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	77.8
General Office Building	—	—	—	—	—	—	—	—	—	—	0.12
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.37
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	0.99
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	499
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	77.8
General Office Building	—	—	—	—	—	—	—	—	—	—	0.12
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	1.37
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	0.99

Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	499
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	12.9
General Office Building	—	—	—	—	—	—	—	—	—	—	0.02
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	0.23
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	0.16
Golf Course	—	—	—	—	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	69.4
Total	—	—	—	—	—	—	—	—	—	—	82.7

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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

5.9. 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
Industrial Park	88.1	88.1	88.1	32,168	3,525	3,525	3,525	1,286,721
General Office Building	1,631	1,631	1,631	595,317	21,798	21,798	21,798	7,956,189
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Mid Rise	831	831	831	303,315	9,474	9,474	9,474	3,457,852
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	273	273	273	99,652	3,649	3,649	3,649	1,331,812
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	88.1	88.1	88.1	32,168	3,525	3,525	3,525	1,286,721

General Office Building	1,631	1,631	1,631	595,317	21,798	21,798	21,798	7,956,189
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Apartments Mid Rise	831	831	831	303,315	9,474	9,474	9,474	3,457,852
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Golf Course	273	273	273	99,652	3,649	3,649	3,649	1,331,812
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	150
Conventional Wood Stoves	0
Catalytic Wood Stoves	0

Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	80
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	150
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0

Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	80
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
668466.6749999999	222,822	658,512	219,414	51,646

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

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

Industrial Park	7,543,046	453	0.0330	0.0040	0.00
General Office Building	974,596	453	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	419,527	453	0.0330	0.0040	0.00
Parking Lot	377,083	453	0.0330	0.0040	0.00
Apartments Mid Rise	1,051,160	453	0.0330	0.0040	0.00
Condo/Townhouse	902,611	453	0.0330	0.0040	0.00
General Office Building	194,811	453	0.0330	0.0040	277,088
Enclosed Parking Structure	31,618	453	0.0330	0.0040	0.00
Parking Lot	294,556	453	0.0330	0.0040	0.00
Golf Course	0.00	453	0.0330	0.0040	0.00
Parking Lot	74,487	453	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	7,543,046	453	0.0330	0.0040	0.00
General Office Building	687,156	453	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	419,527	453	0.0330	0.0040	0.00
Parking Lot	377,083	453	0.0330	0.0040	0.00
Apartments Mid Rise	330,242	453	0.0330	0.0040	0.00
Condo/Townhouse	355,711	453	0.0330	0.0040	0.00
General Office Building	144,198	453	0.0330	0.0040	277,088
Enclosed Parking Structure	31,618	453	0.0330	0.0040	0.00
Parking Lot	294,556	453	0.0330	0.0040	0.00
Golf Course	0.00	453	0.0330	0.0040	0.00
Parking Lot	74,487	453	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	4,844,280	1,090,467
General Office Building	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00
Parking Lot	0.00	0.00
Apartments Mid Rise	5,740,165	0.00
Condo/Townhouse	2,981,904	4,522,423
General Office Building	1,942,985	0.00
Enclosed Parking Structure	0.00	0.00
Parking Lot	0.00	0.00
Golf Course	0.00	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	4,844,280	1,090,467
General Office Building	0.00	0.00
Refrigerated Warehouse-No Rail	0.00	0.00
Parking Lot	0.00	0.00
Apartments Mid Rise	5,740,165	0.00
Condo/Townhouse	2,981,904	4,522,423
General Office Building	1,942,985	0.00
Enclosed Parking Structure	0.00	0.00
Parking Lot	0.00	0.00
Golf Course	0.00	0.00

Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	370	—
General Office Building	35.9	—
Refrigerated Warehouse-No Rail	14.8	—
Parking Lot	0.00	—
Apartments Mid Rise	114	—
Condo/Townhouse	56.2	—
General Office Building	10.2	—
Enclosed Parking Structure	0.00	—
Parking Lot	0.00	—
Golf Course	47.8	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	370	—
General Office Building	35.9	—
Refrigerated Warehouse-No Rail	14.8	—
Parking Lot	0.00	—
Apartments Mid Rise	114	—
Condo/Townhouse	56.2	—
General Office Building	10.2	—
Enclosed Parking Structure	0.00	—

Parking Lot	0.00	—
Golf Course	47.8	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Golf Course	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Golf Course	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Golf Course	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Golf Course	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

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	25.7	annual days of extreme heat
Extreme Precipitation	7.90	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	26.2	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	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	91.1
AQ-PM	57.0
AQ-DPM	18.0
Drinking Water	44.9
Lead Risk Housing	36.1

Pesticides	0.00
Toxic Releases	64.7
Traffic	12.9
Effect Indicators	—
CleanUp Sites	78.1
Groundwater	83.7
Haz Waste Facilities/Generators	68.4
Impaired Water Bodies	0.00
Solid Waste	24.8
Sensitive Population	—
Asthma	76.9
Cardio-vascular	71.5
Low Birth Weights	53.2
Socioeconomic Factor Indicators	—
Education	40.5
Housing	17.9
Linguistic	37.0
Poverty	37.2
Unemployment	44.4

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	73.3478763
Employed	89.04144745
Median HI	65.86680354
Education	—

Bachelor's or higher	67.68895162
High school enrollment	100
Preschool enrollment	69.40844347
Transportation	—
Auto Access	78.96830489
Active commuting	28.35878352
Social	—
2-parent households	22.4560503
Voting	22.26356987
Neighborhood	—
Alcohol availability	80.39266008
Park access	81.35506224
Retail density	13.62761453
Supermarket access	23.67509303
Tree canopy	62.00436289
Housing	—
Homeownership	69.22879507
Housing habitability	87.83523675
Low-inc homeowner severe housing cost burden	55.97330938
Low-inc renter severe housing cost burden	96.52252021
Uncrowded housing	42.30719877
Health Outcomes	—
Insured adults	58.96317208
Arthritis	0.0
Asthma ER Admissions	25.4
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	34.0
Cognitively Disabled	74.6
Physically Disabled	73.0
Heart Attack ER Admissions	36.8
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
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	17.2
SLR Inundation Area	0.0
Children	75.0
Elderly	50.9
English Speaking	68.1
Foreign-born	54.3
Outdoor Workers	61.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.2
Traffic Density	10.5

Traffic Access	23.0
Other Indices	—
Hardship	35.0
Other Decision Support	—
2016 Voting	49.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	56.0
Healthy Places Index Score for Project Location (b)	68.0
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	Building area, paved area, and lot acreage per site plan and project description. Parking lot = parking lots, loading bay areas, and driveways. For residential site, General Office Building = leasing office/clubhouse and cabana, and Enclosed Parking Structure = detached garages.

Operations: Vehicle Data	Trip Generation per Transportation Impact Study (LLG 2024). For Industrial site, All truck trips assigned to Industrial Park land use, all other trips assigned to Office land use. Truck trip distance 40 miles consistent with SCAQMD WAIRE program methodology. For residential site, all trips assigned to apartment land use.
Operations: Fleet Mix	Truck fleet mix per Transportation Impact Study (LLG 2024): 32.7% 2 axle trucks (assumed to be LHDT2); 17.9% 3 axle trucks (assumed to be MHD); and 49.9% 4 or more axle trucks (assumes to be HHD).
Operations: Energy Use	Project buildings would be all-electric except residential site clubhouse and the existing golf course clubhouse. Default natural gas use converted to equivalent electrical energy (1 kBTU = 0.2930711 kWh) and added to default electricity use.
Operations: Hearths	No hearths per project description.
Operations: Water and Waste Water	Residential site outdoor water use per landscape plan. Per Thienes Engineering water demand calculations for the industrial buildings, water demand would be 13,272 gallons per day (4,844,280 gallons per year). Water for industrial buildings (including office space) assigned to Industrial Park land use.

Appendix B

Swimming Pool Coating VOC Emissions

Swimming Pool Coating VOC Emissions

Emissions Factor

VOC Content (g/L)[1]	340
pounds per gram	0.00220462262
liters per gallon	3.78541
Area coated per gallon (SF/gal)[2]	180
EF (pounds VOC/SF)	**0.015763534**

VOC Emissions

EF (pounds VOC/SF)	0.015763534
Fraction of Surface Area	100%
Surface Area (SF)	4,350
VOC (pounds)	**68.57**
Work Days	4
VOC per Day (pound/day)	**17.143**

Notes:
1. Maximum VOC content for swimming pool coatings per SCAQMD Rule 1113.
2. Area coated per gallon per CalEEMod defualts, assumes two coats.

Appendix C

Solar Calculations

Azusa Greens Title 24 Part 6 Calculations

Minimum PV Capacity Required by Title 24 Part 6

Factors for Climate Zone 9				
A, residential	0.613			
B, residential	1.36			
A, non-residential	3.13			
CF	19.17%			

Use	DU	Conditioned Floor Area (SF)	kW	kWh/year
Multi-family residential, apartments	154	191,424	231	387,178
Multi-family residential, duplexes and triplexes	76	114,278	126	211,465
Office, unleased tenant space (clubhouse)	-	9,630	30	50,613
Office (industrial office space)	-	38,600	121	202,873

Notes:
1. Calculations based on 2022 Title 24 Part 6 Building Energy Efficiency Standards.
2. Factors are from 2022 Title 24 Tables 140.10-A and 170.2-T for Azusa (CEC climate zone 9) where CFA is the conditioned floor area and A is the PV capacity factor and B is the dwelling unit factor.
3. CF is the capacity factor which accounts for climate, daylight hours, panel pitch and orientation, and transmission loss, from National Renewable Energy Laboratory PVWatts Calculator, for project site coordinates and solar panel orientation of 180 degree azimuth, 30 degree tilt.
4. Residential solar power output requirement is calculated by 2022 Title 24 Equation 140.110-A: kW =(CFA X A)/1000+ (DU x B)/1000.
5. Non-residential solar power output requirement is calculated by 2022 Title 24 Equation 170.2-C: kW = (CFA X A) / 1000.
6. Annual solar energy generated is calculated by: kWh/year = Power Output (kW) x 24 hours/day x 365 days/year x CF.

Appendix D

PM Dispersion Modeling

Azusa Greens PM Dispersion Modeling Input

Unmitigated On-Site 24-Hour PM Emissions

Description	Maximum Onsite Emissions (lb/day)						Area Source Input (lb/hr)	
	PM10E	PM2.5E	PM10D	PM2.5D	PM10T	PM2.5T	PM10T	PM2.5
Phase 1 - Site Preparation	1.414	1.301	19.660	10.100	21.074	11.401	2.6343	1.4251
Phase 2 - Site Preparation	1.287	1.184	19.660	10.100	20.947	11.284	2.6184	1.4105
Phase 3 - Grading	0.564	0.519	7.083	3.425	7.647	3.944	0.4779	0.2465

Mitigated On-Site 24-Hour PM Emissions

Description	Maximum Onsite Emissions (lb/day)						Area Source Input (lb/hr)	
	PM10E	PM2.5E	PM10D	PM2.5D	PM10T	PM2.5T	PM10T	PM2.5
Phase 1 - Site Preparation	0.112	0.112	5.111	2.627	5.223	2.739	0.6529	0.3424
Phase 2 - Site Preparation	0.112	0.112	5.111	2.627	5.223	2.739	0.6529	0.3424
Phase 3 - Grading	0.045	0.045	1.841	0.890	1.886	0.935	0.1179	0.0584

Unmitigated On-Site Annual PM Emissions

Description	Maximum Onsite Emissions (tons per year)						Area Source Input (lb/hr)	
	PM10E	PM2.5E	PM10D	PM2.5D	PM10T	PM2.5T	PM10T	PM2.5
Phase 1 - Max Annual	0.079	-	0.490	-	0.569	-	0.3898	-
Phase 2 - Max Annual	0.099	-	1.043	-	1.142	-	0.7820	-
Phase 3 - Max Annual	0.002	-	0.019	-	0.021	-	0.0144	-

Mitigated On-Site Annual PM Emissions

Description	Maximum Onsite Emissions (tons per year)						Area Source Input (lb/hr)	
	PM10E	PM2.5E	PM10D	PM2.5D	PM10T	PM2.5T	PM10T	PM2.5
Phase 1 - Max Annual	0.017	-	0.347	-	0.363	-	0.2489	-
Phase 2 - Max Annual	0.016	-	0.431	-	0.447	-	0.3062	-
Phase 3 - Max Annual	0.000	-	0.006	-	0.006	-	0.0040	-

1. Source: CalEEMod version 2022.1 Project modeling output reports.
2. Hourly PM emissions input for area sources for Phase 1 and Phase 2 (1 area source per model), 8 hours per day:
PM10 (lb/hr) = PM10 (lb/day / 8
3. Hourly PM emissions input for area sources for Phase 3 (2 area sources per model), 8 hours per day:
PM10 (lb/hr) = PM10 (lb/day / 8 / 2
4. Annual PM emissions input for area sources for Phase 1 and Phase 2 (1 area source per model), 261 weekdays, per year 8 hours per day:
PM10 (lb/hr) = PM10 (tons/yr) x 2,000 / 261 / 8
5. Annual PM emissions input for area sources for Phase 3 (2 area sources per model), 261 weekdays, per year 8 hours per day:
PM10 (lb/hr) = PM10 (tons/yr) x 2,000 / 261 / 8 / 2

PROJECT TITLE:

Azusa Greens Redevelopment
Industrial Site Unmitigated PM10 24-hour

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL

ug/m^3

Max: 59.1 [ug/m^3] at (415200.00, 3778100.00)

10.4 20.0

COMMENTS:	SOURCES: **1**	COMPANY NAME:	
	RECEPTORS: **240**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:4,450 0 — 0.1 km	
	MAX: **59.1 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	19.86594	ug/m^3	1	415166.42	3778151.90	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	20.05286	ug/m^3	1	415188.33	3778148.80	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	18.33276	ug/m^3	1	415203.63	3778149.62	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	18.46778	ug/m^3	1	415211.90	3778148.18	193.26	0.00	1648.97	12/17/2012, 24
24-HR	1ST	18.66879	ug/m^3	1	415219.34	3778146.73	193.25	0.00	1648.97	12/17/2012, 24
24-HR	1ST	18.39145	ug/m^3	1	415234.43	3778144.87	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	19.66641	ug/m^3	1	415241.25	3778141.36	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	19.08777	ug/m^3	1	415252.41	3778140.32	193.28	0.00	1648.97	12/17/2012, 24
24-HR	1ST	23.99553	ug/m^3	1	415293.55	3778118.20	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	26.05628	ug/m^3	1	415295.41	3778109.73	193.04	0.00	1648.97	5/1/2012, 24
24-HR	1ST	28.27386	ug/m^3	1	415297.89	3778101.46	192.94	0.00	1648.97	5/1/2012, 24
24-HR	1ST	29.01191	ug/m^3	1	415300.37	3778093.60	192.85	0.00	1648.97	5/1/2012, 24
24-HR	1ST	29.60239	ug/m^3	1	415301.82	3778087.82	192.68	0.00	1648.97	5/1/2012, 24
24-HR	1ST	29.70051	ug/m^3	1	415303.68	3778080.79	192.63	0.00	1648.97	5/1/2012, 24
24-HR	1ST	22.56358	ug/m^3	1	415312.36	3778069.63	192.63	0.00	1648.97	5/1/2012, 24

Source Pathway - Source Inputs

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Unmitigated PM10 24-Hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
191.41	0.00	0.00001	1.00	5	415010.47	3778047.09
		0.00001			415304.91	3778045.53
		0.00001			415284.17	3778117.90
		0.00001			415056.54	3778151.46
		0.00001			415009.89	3778151.89

PROJECT TITLE:

Azusa Greens Redevelopment
Industrial Site Mitigated PM10 24-hour

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL

ug/m^3

Max: 14.6 [ug/m^3] at (415200.00, 3778100.00)

10.4 20.0

COMMENTS:	SOURCES: **1**	COMPANY NAME:	
	RECEPTORS: **240**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:4,450 0 0.1 km	
	MAX: **14.6 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	4.92374	ug/m^3	1	415166.42	3778151.90	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	4.97007	ug/m^3	1	415188.33	3778148.80	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	4.54375	ug/m^3	1	415203.63	3778149.62	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	4.57721	ug/m^3	1	415211.90	3778148.18	193.26	0.00	1648.97	12/17/2012, 24
24-HR	1ST	4.62703	ug/m^3	1	415219.34	3778146.73	193.25	0.00	1648.97	12/17/2012, 24
24-HR	1ST	4.55829	ug/m^3	1	415234.43	3778144.87	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	4.87429	ug/m^3	1	415241.25	3778141.36	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	4.73088	ug/m^3	1	415252.41	3778140.32	193.28	0.00	1648.97	12/17/2012, 24
24-HR	1ST	5.94726	ug/m^3	1	415293.55	3778118.20	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	6.45801	ug/m^3	1	415295.41	3778109.73	193.04	0.00	1648.97	5/1/2012, 24
24-HR	1ST	7.00763	ug/m^3	1	415297.89	3778101.46	192.94	0.00	1648.97	5/1/2012, 24
24-HR	1ST	7.19056	ug/m^3	1	415300.37	3778093.60	192.85	0.00	1648.97	5/1/2012, 24
24-HR	1ST	7.33691	ug/m^3	1	415301.82	3778087.82	192.68	0.00	1648.97	5/1/2012, 24
24-HR	1ST	7.36123	ug/m^3	1	415303.68	3778080.79	192.63	0.00	1648.97	5/1/2012, 24
24-HR	1ST	5.59235	ug/m^3	1	415312.36	3778069.63	192.63	0.00	1648.97	5/1/2012, 24

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Mitigated PM10 24-Hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
191.41	0.00	3.20E-6	1.00	5	415010.47	3778047.09
		3.20E-6			415304.91	3778045.53
		3.20E-6			415284.17	3778117.90
		3.20E-6			415056.54	3778151.46
		3.20E-6			415009.89	3778151.89

PROJECT TITLE:

Azusa Greens Redevelopment
Industrial Site Unmitigated PM2.5 24-hour

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL

ug/m^3

Max: 31.9 [ug/m^3] at (415200.00, 3778100.00)

10.4 20.0

COMMENTS:	SOURCES: **1**	COMPANY NAME:	
	RECEPTORS: **240**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:4,450 0 0.1 km	
	MAX: **31.9 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM2.5 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	10.74700	ug/m^3	1	415166.42	3778151.90	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	10.84812	ug/m^3	1	415188.33	3778148.80	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	9.91758	ug/m^3	1	415203.63	3778149.62	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	9.99063	ug/m^3	1	415211.90	3778148.18	193.26	0.00	1648.97	12/17/2012, 24
24-HR	1ST	10.09937	ug/m^3	1	415219.34	3778146.73	193.25	0.00	1648.97	12/17/2012, 24
24-HR	1ST	9.94933	ug/m^3	1	415234.43	3778144.87	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	10.63906	ug/m^3	1	415241.25	3778141.36	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	10.32603	ug/m^3	1	415252.41	3778140.32	193.28	0.00	1648.97	12/17/2012, 24
24-HR	1ST	12.98101	ug/m^3	1	415293.55	3778118.20	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	14.09582	ug/m^3	1	415295.41	3778109.73	193.04	0.00	1648.97	5/1/2012, 24
24-HR	1ST	15.29548	ug/m^3	1	415297.89	3778101.46	192.94	0.00	1648.97	5/1/2012, 24
24-HR	1ST	15.69475	ug/m^3	1	415300.37	3778093.60	192.85	0.00	1648.97	5/1/2012, 24
24-HR	1ST	16.01418	ug/m^3	1	415301.82	3778087.82	192.68	0.00	1648.97	5/1/2012, 24
24-HR	1ST	16.06726	ug/m^3	1	415303.68	3778080.79	192.63	0.00	1648.97	5/1/2012, 24
24-HR	1ST	12.20635	ug/m^3	1	415312.36	3778069.63	192.63	0.00	1648.97	5/1/2012, 24

PROJECT TITLE:

Azusa Greens Redevelopment
Industrial Site Mitigated PM2.5 24-hour

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL

ug/m^3

Max: 7.68 [ug/m^3] at (415200.00, 3778100.00)

7.00 20.00

COMMENTS:	SOURCES: 1	COMPANY NAME:	
	RECEPTORS: 240	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:4,450 (0 — 0.1 km)	
	MAX: **7.68 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM2.5 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	2.58209	ug/m^3	1	415166.42	3778151.90	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	2.60638	ug/m^3	1	415188.33	3778148.80	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	2.38281	ug/m^3	1	415203.63	3778149.62	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	2.40036	ug/m^3	1	415211.90	3778148.18	193.26	0.00	1648.97	12/17/2012, 24
24-HR	1ST	2.42649	ug/m^3	1	415219.34	3778146.73	193.25	0.00	1648.97	12/17/2012, 24
24-HR	1ST	2.39044	ug/m^3	1	415234.43	3778144.87	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	2.55615	ug/m^3	1	415241.25	3778141.36	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	2.48095	ug/m^3	1	415252.41	3778140.32	193.28	0.00	1648.97	12/17/2012, 24
24-HR	1ST	3.11884	ug/m^3	1	415293.55	3778118.20	193.24	0.00	1648.97	12/17/2012, 24
24-HR	1ST	3.38668	ug/m^3	1	415295.41	3778109.73	193.04	0.00	1648.97	5/1/2012, 24
24-HR	1ST	3.67491	ug/m^3	1	415297.89	3778101.46	192.94	0.00	1648.97	5/1/2012, 24
24-HR	1ST	3.77084	ug/m^3	1	415300.37	3778093.60	192.85	0.00	1648.97	5/1/2012, 24
24-HR	1ST	3.84759	ug/m^3	1	415301.82	3778087.82	192.68	0.00	1648.97	5/1/2012, 24
24-HR	1ST	3.86034	ug/m^3	1	415303.68	3778080.79	192.63	0.00	1648.97	5/1/2012, 24
24-HR	1ST	2.93272	ug/m^3	1	415312.36	3778069.63	192.63	0.00	1648.97	5/1/2012, 24

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Mitigated PM2.5 24-Hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
191.41	0.00	1.68E-6	1.00	5	415010.47	3778047.09
		1.68E-6			415304.91	3778045.53
		1.68E-6			415284.17	3778117.90
		1.68E-6			415056.54	3778151.46
		1.68E-6			415009.89	3778151.89

PROJECT TITLE:

Azusa Greens Redevelopment
Industrial Site Unmitgated PM10 Annual

PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 5 YEARS FOR SOURCE GROUP: ALL ug/m^3

Max: 1.16 [ug/m^3] at (415000.00, 3778100.00)

1.00 2.00

COMMENTS:	SOURCES: **1**	COMPANY NAME:	
	RECEPTORS: **239**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:6,456 0 0.2 km	
	MAX: **1.16 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
ANNUAL		0.10903	ug/m^3	1	414826.16	3778452.28	196.47	0.00	1648.97	
ANNUAL		0.10561	ug/m^3	1	414843.12	3778448.33	196.44	0.00	1648.97	
ANNUAL		0.09625	ug/m^3	1	414860.48	3778444.39	196.53	0.00	1648.97	
ANNUAL		0.39085	ug/m^3	1	415166.00	3778151.76	193.24	0.00	1648.97	
ANNUAL		0.38117	ug/m^3	1	415187.81	3778149.10	193.24	0.00	1648.97	
ANNUAL		0.38358	ug/m^3	1	415195.56	3778147.64	193.24	0.00	1648.97	
ANNUAL		0.35419	ug/m^3	1	415208.16	3778148.13	193.24	0.00	1648.97	
ANNUAL		0.35640	ug/m^3	1	415216.88	3778146.43	193.24	0.00	1648.97	
ANNUAL		0.35957	ug/m^3	1	415245.96	3778140.86	193.24	0.00	1648.97	
ANNUAL		0.29716	ug/m^3	1	415287.39	3778136.01	193.24	0.00	1648.97	
ANNUAL		0.50717	ug/m^3	1	415295.39	3778109.36	193.03	0.00	1648.97	
ANNUAL		0.51232	ug/m^3	1	415299.75	3778094.58	192.88	0.00	1648.97	
ANNUAL		0.48714	ug/m^3	1	415303.38	3778080.53	192.63	0.00	1648.97	
ANNUAL		0.29827	ug/m^3	1	415313.32	3778064.29	192.57	0.00	1648.97	

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Unmitigated PM10 Annual)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
191.11	0.00	6.62E-7	1.00	7	414741.22	3778055.86
		6.62E-7			415304.91	3778045.53
		6.62E-7			415284.17	3778117.90
		6.62E-7			415056.54	3778151.46
		6.62E-7			414834.41	3778151.64
		6.62E-7			414810.24	3778422.47
		6.62E-7			414739.00	3778428.06

PROJECT TITLE:

Azusa Greens Redevelopment
Residential Site Unmitigated PM10 24-hr

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL — ug/m^3

Max: 38.6 [ug/m^3] at (415200.00, 3778600.00)

10.4 — 20.0

COMMENTS:	SOURCES: 1	COMPANY NAME:	
	RECEPTORS: 249	MODELER:	
	OUTPUT TYPE: Concentration	SCALE: 1:6,338 (0 — 0.2 km)	
	MAX: 38.6 ug/m^3	DATE: 2/7/2025	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	0.66375	ug/m^3	R10	415239.69	3778142.03	193.24	0.00	1648.97	2/27/2012, 24
24-HR	1ST	0.48186	ug/m^3	R11	415289.30	3778133.46	193.24	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.44255	ug/m^3	R12	415293.33	3778117.19	193.24	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.36424	ug/m^3	R13	415304.27	3778078.10	192.63	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.32877	ug/m^3	R14	415314.90	3778060.91	192.46	0.00	1648.97	12/14/2015, 24
24-HR	1ST	21.26633	ug/m^3	1	415044.62	3778745.14	201.74	0.00	1648.97	12/30/2014, 24
24-HR	1ST	24.49920	ug/m^3	1	415062.90	3778680.71	200.86	0.00	1648.97	12/19/2013, 24
24-HR	1ST	25.56128	ug/m^3	1	415076.60	3778636.39	200.25	0.00	1648.97	12/19/2013, 24
24-HR	1ST	30.26922	ug/m^3	1	415099.91	3778580.19	199.45	0.00	1648.97	12/19/2013, 24
24-HR	1ST	26.72849	ug/m^3	1	415125.04	3778527.19	198.74	0.00	1648.97	12/19/2013, 24
24-HR	1ST	26.76818	ug/m^3	1	415154.73	3778470.08	197.93	0.00	1648.97	12/19/2013, 24
24-HR	1ST	23.68060	ug/m^3	1	415184.43	3778411.14	197.21	0.00	1648.97	12/19/2013, 24
24-HR	1ST	18.01504	ug/m^3	1	415203.62	3778371.84	196.60	0.00	1648.97	12/19/2013, 24
24-HR	1ST	6.02849	ug/m^3	1	415313.28	3778521.25	199.49	0.00	1648.97	5/1/2012, 24
24-HR	1ST	5.12494	ug/m^3	1	415316.48	3778566.94	200.25	0.00	1648.97	5/1/2012, 24
24-HR	1ST	3.93523	ug/m^3	1	415322.42	3778616.29	200.95	0.00	1648.97	12/17/2012, 24
24-HR	1ST	3.57379	ug/m^3	1	415321.96	3778660.15	201.78	0.00	1648.97	12/17/2012, 24
24-HR	1ST	3.44397	ug/m^3	1	415301.86	3778715.44	202.46	0.00	1648.97	12/17/2012, 24

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Unmitigated PM10 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
202.01	0.00	9.42E-6	1.00	8	415041.37	3778764.17
		9.42E-6			415091.56	3778599.09
		9.42E-6			415217.80	3778349.96
		9.42E-6			415218.77	3778367.98
		9.42E-6			415239.31	3778368.68
		9.42E-6			415244.63	3778466.16
		9.42E-6			415232.40	3778541.50
		9.42E-6			415134.36	3778743.66

PROJECT TITLE:

Azusa Greens Redevelopment
Residential Site Mitigated PM10 24-hr

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL

ug/m^3

Max: 9.615 [ug/m^3] at (415200.00, 3778600.00)

9.000 20.000

COMMENTS:	SOURCES: **1**	COMPANY NAME:	
	RECEPTORS: **249**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:6,432 0 — 0.2 km	
	MAX: **9.615 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	0.16551	ug/m^3	R10	415239.69	3778142.03	193.24	0.00	1648.97	2/27/2012, 24
24-HR	1ST	0.12015	ug/m^3	R11	415289.30	3778133.46	193.24	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.11035	ug/m^3	R12	415293.33	3778117.19	193.24	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.09082	ug/m^3	R13	415304.27	3778078.10	192.63	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.08198	ug/m^3	R14	415314.90	3778060.91	192.46	0.00	1648.97	12/14/2015, 24
24-HR	1ST	5.30287	ug/m^3	1	415044.62	3778745.14	201.74	0.00	1648.97	12/30/2014, 24
24-HR	1ST	6.10900	ug/m^3	1	415062.90	3778680.71	200.86	0.00	1648.97	12/19/2013, 24
24-HR	1ST	6.37384	ug/m^3	1	415076.60	3778636.39	200.25	0.00	1648.97	12/19/2013, 24
24-HR	1ST	7.54779	ug/m^3	1	415099.91	3778580.19	199.45	0.00	1648.97	12/19/2013, 24
24-HR	1ST	6.66489	ug/m^3	1	415125.04	3778527.19	198.74	0.00	1648.97	12/19/2013, 24
24-HR	1ST	6.67478	ug/m^3	1	415154.73	3778470.08	197.93	0.00	1648.97	12/19/2013, 24
24-HR	1ST	5.90488	ug/m^3	1	415184.43	3778411.14	197.21	0.00	1648.97	12/19/2013, 24
24-HR	1ST	4.49214	ug/m^3	1	415203.62	3778371.84	196.60	0.00	1648.97	12/19/2013, 24
24-HR	1ST	1.50324	ug/m^3	1	415313.28	3778521.25	199.49	0.00	1648.97	5/1/2012, 24
24-HR	1ST	1.27793	ug/m^3	1	415316.48	3778566.94	200.25	0.00	1648.97	5/1/2012, 24
24-HR	1ST	0.98127	ug/m^3	1	415322.42	3778616.29	200.95	0.00	1648.97	12/17/2012, 24
24-HR	1ST	0.89114	ug/m^3	1	415321.96	3778660.15	201.78	0.00	1648.97	12/17/2012, 24
24-HR	1ST	0.85877	ug/m^3	1	415301.86	3778715.44	202.46	0.00	1648.97	12/17/2012, 24

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Mitigated PM10 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
202.01	0.00	2.35E-6	1.00	8	415041.37	3778764.17
		2.35E-6			415091.56	3778599.09
		2.35E-6			415217.80	3778349.96
		2.35E-6			415218.77	3778367.98
		2.35E-6			415239.31	3778368.68
		2.35E-6			415244.63	3778466.16
		2.35E-6			415232.40	3778541.50
		2.35E-6			415134.36	3778743.66

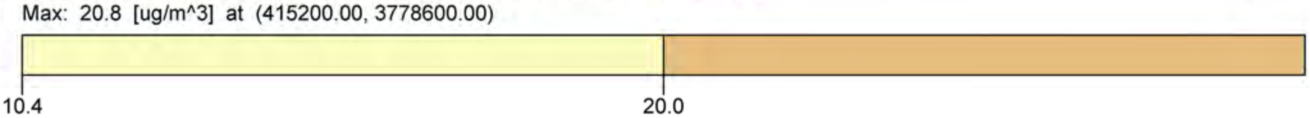
PROJECT TITLE:

Azusa Greens Redevelopment
Residential Site Unmitigated PM2.5 24-hr

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL

ug/m^3

Max: 20.8 [ug/m^3] at (415200.00, 3778600.00)



COMMENTS:	SOURCES:	COMPANY NAME:	
	1		
	RECEPTORS: **249**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:6,431 0 — 0.2 km	
	MAX: **20.8 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM2.5 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	0.35755	ug/m^3	R10	415239.69	3778142.03	193.24	0.00	1648.97	2/27/2012, 24
24-HR	1ST	0.25957	ug/m^3	R11	415289.30	3778133.46	193.24	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.23840	ug/m^3	R12	415293.33	3778117.19	193.24	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.19621	ug/m^3	R13	415304.27	3778078.10	192.63	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.17710	ug/m^3	R14	415314.90	3778060.91	192.46	0.00	1648.97	12/14/2015, 24
24-HR	1ST	11.45580	ug/m^3	1	415044.62	3778745.14	201.74	0.00	1648.97	12/30/2014, 24
24-HR	1ST	13.19730	ug/m^3	1	415062.90	3778680.71	200.86	0.00	1648.97	12/19/2013, 24
24-HR	1ST	13.76942	ug/m^3	1	415076.60	3778636.39	200.25	0.00	1648.97	12/19/2013, 24
24-HR	1ST	16.30551	ug/m^3	1	415099.91	3778580.19	199.45	0.00	1648.97	12/19/2013, 24
24-HR	1ST	14.39818	ug/m^3	1	415125.04	3778527.19	198.74	0.00	1648.97	12/19/2013, 24
24-HR	1ST	14.41956	ug/m^3	1	415154.73	3778470.08	197.93	0.00	1648.97	12/19/2013, 24
24-HR	1ST	12.75633	ug/m^3	1	415184.43	3778411.14	197.21	0.00	1648.97	12/19/2013, 24
24-HR	1ST	9.70439	ug/m^3	1	415203.62	3778371.84	196.60	0.00	1648.97	12/19/2013, 24
24-HR	1ST	3.24744	ug/m^3	1	415313.28	3778521.25	199.49	0.00	1648.97	5/1/2012, 24
24-HR	1ST	2.76072	ug/m^3	1	415316.48	3778566.94	200.25	0.00	1648.97	5/1/2012, 24
24-HR	1ST	2.11984	ug/m^3	1	415322.42	3778616.29	200.95	0.00	1648.97	12/17/2012, 24
24-HR	1ST	1.92514	ug/m^3	1	415321.96	3778660.15	201.78	0.00	1648.97	12/17/2012, 24
24-HR	1ST	1.85521	ug/m^3	1	415301.86	3778715.44	202.46	0.00	1648.97	12/17/2012, 24

Source Pathway - Source Inputs

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Unmitigated PM2.5 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
202.01	0.00	5.08E-6	1.00	8	415041.37	3778764.17
		5.08E-6			415091.56	3778599.09
		5.08E-6			415217.80	3778349.96
		5.08E-6			415218.77	3778367.98
		5.08E-6			415239.31	3778368.68
		5.08E-6			415244.63	3778466.16
		5.08E-6			415232.40	3778541.50
		5.08E-6			415134.36	3778743.66

PROJECT TITLE:

Azusa Greens Redevelopment
Residential Site Mitigated PM2.5 24-hr

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL ug/m^3

Max: 5.04 [ug/m^3] at (415200.00, 3778600.00)

4.00 10.00

COMMENTS:	SOURCES:	COMPANY NAME:	
	1		
	RECEPTORS: **249**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:7,566 0 0.2 km	
	MAX: **5.04 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM2.5 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	0.08679	ug/m^3	R10	415239.69	3778142.03	193.24	0.00	1648.97	2/27/2012, 24
24-HR	1ST	0.06301	ug/m^3	R11	415289.30	3778133.46	193.24	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.05787	ug/m^3	R12	415293.33	3778117.19	193.24	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.04763	ug/m^3	R13	415304.27	3778078.10	192.63	0.00	1648.97	12/14/2015, 24
24-HR	1ST	0.04299	ug/m^3	R14	415314.90	3778060.91	192.46	0.00	1648.97	12/14/2015, 24
24-HR	1ST	2.78089	ug/m^3	1	415044.62	3778745.14	201.74	0.00	1648.97	12/30/2014, 24
24-HR	1ST	3.20363	ug/m^3	1	415062.90	3778680.71	200.86	0.00	1648.97	12/19/2013, 24
24-HR	1ST	3.34251	ug/m^3	1	415076.60	3778636.39	200.25	0.00	1648.97	12/19/2013, 24
24-HR	1ST	3.95815	ug/m^3	1	415099.91	3778580.19	199.45	0.00	1648.97	12/19/2013, 24
24-HR	1ST	3.49514	ug/m^3	1	415125.04	3778527.19	198.74	0.00	1648.97	12/19/2013, 24
24-HR	1ST	3.50033	ug/m^3	1	415154.73	3778470.08	197.93	0.00	1648.97	12/19/2013, 24
24-HR	1ST	3.09659	ug/m^3	1	415184.43	3778411.14	197.21	0.00	1648.97	12/19/2013, 24
24-HR	1ST	2.35573	ug/m^3	1	415203.62	3778371.84	196.60	0.00	1648.97	12/19/2013, 24
24-HR	1ST	0.78831	ug/m^3	1	415313.28	3778521.25	199.49	0.00	1648.97	5/1/2012, 24
24-HR	1ST	0.67016	ug/m^3	1	415316.48	3778566.94	200.25	0.00	1648.97	5/1/2012, 24
24-HR	1ST	0.51459	ug/m^3	1	415322.42	3778616.29	200.95	0.00	1648.97	12/17/2012, 24
24-HR	1ST	0.46733	ug/m^3	1	415321.96	3778660.15	201.78	0.00	1648.97	12/17/2012, 24
24-HR	1ST	0.45035	ug/m^3	1	415301.86	3778715.44	202.46	0.00	1648.97	12/17/2012, 24

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Mitigated PM2.5 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
202.01	0.00	1.23E-6	1.00	8	415041.37	3778764.17
		1.23E-6			415091.56	3778599.09
		1.23E-6			415217.80	3778349.96
		1.23E-6			415218.77	3778367.98
		1.23E-6			415239.31	3778368.68
		1.23E-6			415244.63	3778466.16
		1.23E-6			415232.40	3778541.50
		1.23E-6			415134.36	3778743.66

PROJECT TITLE:

Azusa Greens Redevelopment
Residential Site Unmitigated PM10 Annual

PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 5 YEARS FOR SOURCE GROUP: ALL — ug/m^3

Max: 2.42 [ug/m^3] at (415100.00, 3778800.00)

1.00 — 2.00

COMMENTS:	SOURCES: **1**	COMPANY NAME:	
	RECEPTORS: **256**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:8,105 (0 — 0.3 km)	
	MAX: **2.42 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
ANNUAL		0.00247	ug/m^3	R10	415239.69	3778142.03	193.24	0.00	1648.97	
ANNUAL		0.00205	ug/m^3	R11	415289.30	3778133.46	193.24	0.00	1648.97	
ANNUAL		0.00187	ug/m^3	R12	415293.33	3778117.19	193.24	0.00	1648.97	
ANNUAL		0.00152	ug/m^3	R13	415304.27	3778078.10	192.63	0.00	1648.97	
ANNUAL		0.00139	ug/m^3	R14	415314.90	3778060.91	192.46	0.00	1648.97	
ANNUAL		0.54544	ug/m^3	1	415044.62	3778745.14	201.74	0.00	1648.97	
ANNUAL		0.40709	ug/m^3	1	415062.90	3778680.71	200.86	0.00	1648.97	
ANNUAL		0.38962	ug/m^3	1	415076.60	3778636.39	200.25	0.00	1648.97	
ANNUAL		0.43289	ug/m^3	1	415099.91	3778580.19	199.45	0.00	1648.97	
ANNUAL		0.36009	ug/m^3	1	415125.04	3778527.19	198.74	0.00	1648.97	
ANNUAL		0.35885	ug/m^3	1	415154.73	3778470.08	197.93	0.00	1648.97	
ANNUAL		0.30803	ug/m^3	1	415184.43	3778411.14	197.21	0.00	1648.97	
ANNUAL		0.20562	ug/m^3	1	415203.62	3778371.84	196.60	0.00	1648.97	
ANNUAL		0.23896	ug/m^3	1	415313.28	3778521.25	199.49	0.00	1648.97	
ANNUAL		0.22558	ug/m^3	1	415316.48	3778566.94	200.25	0.00	1648.97	
ANNUAL		0.19467	ug/m^3	1	415322.42	3778616.29	200.95	0.00	1648.97	
ANNUAL		0.18008	ug/m^3	1	415321.96	3778660.15	201.78	0.00	1648.97	
ANNUAL		0.21153	ug/m^3	1	415301.86	3778715.44	202.46	0.00	1648.97	
ANNUAL		0.28004	ug/m^3	1	415016.49	3778752.27	201.65	0.00	1648.97	
ANNUAL		0.20917	ug/m^3	1	414982.51	3778753.70	201.47	0.00	1648.97	

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
ANNUAL		0.12046	ug/m^3	1	414919.80	3778755.45	201.17	0.00	1648.97	
ANNUAL		0.07704	ug/m^3	1	414865.85	3778758.56	201.17	0.00	1648.97	
ANNUAL		0.28420	ug/m^3	1	415290.77	3778744.63	202.95	0.00	1648.97	
ANNUAL		0.34516	ug/m^3	1	415294.41	3778765.28	203.30	0.00	1648.97	
ANNUAL		0.33677	ug/m^3	1	415303.59	3778776.35	203.60	0.00	1648.97	

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Unmitigated PM10 Annual)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
202.08	0.00	1.34E-6	1.00	16	415039.56	3778769.08
		1.34E-6			415091.56	3778599.09
		1.34E-6			415217.80	3778349.96
		1.34E-6			415218.77	3778367.98
		1.34E-6			415239.31	3778368.68
		1.34E-6			415244.63	3778466.16
		1.34E-6			415232.40	3778541.50
		1.34E-6			415140.30	3778734.75
		1.34E-6			415242.90	3778756.75
		1.34E-6			415259.33	3778787.35
		1.34E-6			415258.19	3778841.97
		1.34E-6			414971.82	3778841.44
		1.34E-6			414798.80	3778905.84
		1.34E-6			414802.24	3778807.62
		1.34E-6			414857.58	3778802.87
		1.34E-6			414939.12	3778775.84

PROJECT TITLE:

Azusa Greens Redevelopment
Golf Course - Unmitigated PM10 24-hour

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL

ug/m^3

Max: 32.5 [ug/m^3] at (415300.00, 3778800.00)

10.0 20.0

COMMENTS:	SOURCES: **2**	COMPANY NAME:	
	RECEPTORS: **242**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:5,909 — 0 … 0.2 km	
	MAX: **32.5 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	13.67718	ug/m^3	1	415300.48	3778771.81	203.48	0.00	1648.97	12/22/2015, 24
24-HR	1ST	22.12767	ug/m^3	1	415323.15	3778776.87	203.91	0.00	1648.97	12/1/2014, 24
24-HR	1ST	21.00529	ug/m^3	1	415344.72	3778776.18	203.91	0.00	1648.97	12/1/2014, 24
24-HR	1ST	20.61647	ug/m^3	1	415364.11	3778777.00	203.93	0.00	1648.97	12/1/2014, 24
24-HR	1ST	12.11204	ug/m^3	1	415377.36	3778776.18	204.15	0.00	1648.97	3/16/2012, 24
24-HR	1ST	17.22155	ug/m^3	1	415683.44	3778824.70	206.91	0.00	1648.97	12/22/2015, 24
24-HR	1ST	24.78992	ug/m^3	1	415705.77	3778832.57	207.15	0.00	1648.97	12/1/2014, 24
24-HR	1ST	27.40313	ug/m^3	1	415724.25	3778836.43	207.26	0.00	1648.97	12/1/2014, 24
24-HR	1ST	24.05276	ug/m^3	1	415745.61	3778835.14	207.22	0.00	1648.97	12/1/2014, 24
24-HR	1ST	22.45205	ug/m^3	1	415763.28	3778835.30	207.23	0.00	1648.97	12/1/2014, 24
24-HR	1ST	13.84703	ug/m^3	1	415777.58	3778834.02	207.19	0.00	1648.97	3/16/2012, 24
24-HR	1ST	6.26301	ug/m^3	1	415745.29	3778920.29	208.25	0.00	1648.97	12/17/2012, 24
24-HR	1ST	8.53304	ug/m^3	1	415728.42	3778911.29	208.16	0.00	1648.97	12/9/2016, 24
24-HR	1ST	12.14641	ug/m^3	1	415708.98	3778901.17	207.87	0.00	1648.97	12/9/2016, 24
24-HR	1ST	25.81149	ug/m^3	1	415678.14	3778890.24	207.85	0.00	1648.97	12/24/2012, 24
24-HR	1ST	17.73396	ug/m^3	1	415662.88	3778885.91	207.57	0.00	1648.97	12/24/2012, 24
24-HR	1ST	9.41844	ug/m^3	1	415650.51	3778881.41	207.57	0.00	1648.97	12/21/2016, 24

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Golf Course 7th Tee Unmitgated PM10 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
207.57	0.00	0.00001	1.00	8	415662.84	3778882.69
		0.00001			415684.80	3778827.21
		0.00001			415715.14	3778838.48
		0.00001			415769.76	3778837.03
		0.00001			415771.78	3778885.00
		0.00001			415726.99	3778893.38
		0.00001			415703.58	3778884.71
		0.00001			415689.13	3778892.51

Source Type: AREA POLY

Source: PAREA2 (Golf Course 8th Hole Green Unmitgated PM10 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
203.96	0.00	9.24E-6	1.00	5	415369.25	3778778.08
		9.24E-6			415301.92	3778778.95
		9.24E-6			415275.33	3778784.15
		9.24E-6			415274.18	3778847.72
		9.24E-6			415374.16	3778845.41

PROJECT TITLE:

Azusa Greens Redevelopment
Golf Course - Mitigated PM10 24-hour

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL

ug/m^3

Max: 8.03 [ug/m^3] at (415300.00, 3778800.00)

5.00 10.40

COMMENTS:	SOURCES:	COMPANY NAME:	
	2		
	RECEPTORS: **242**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:5,909 0 0.2 km	
	MAX: **8.03 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	3.37418	ug/m^3	1	415300.48	3778771.81	203.48	0.00	1648.97	12/22/2015, 24
24-HR	1ST	5.45894	ug/m^3	1	415323.15	3778776.87	203.91	0.00	1648.97	12/1/2014, 24
24-HR	1ST	5.18204	ug/m^3	1	415344.72	3778776.18	203.91	0.00	1648.97	12/1/2014, 24
24-HR	1ST	5.08612	ug/m^3	1	415364.11	3778777.00	203.93	0.00	1648.97	12/1/2014, 24
24-HR	1ST	2.98806	ug/m^3	1	415377.36	3778776.18	204.15	0.00	1648.97	3/16/2012, 24
24-HR	1ST	4.24863	ug/m^3	1	415683.44	3778824.70	206.91	0.00	1648.97	12/22/2015, 24
24-HR	1ST	6.11578	ug/m^3	1	415705.77	3778832.57	207.15	0.00	1648.97	12/1/2014, 24
24-HR	1ST	6.76047	ug/m^3	1	415724.25	3778836.43	207.26	0.00	1648.97	12/1/2014, 24
24-HR	1ST	5.93392	ug/m^3	1	415745.61	3778835.14	207.22	0.00	1648.97	12/1/2014, 24
24-HR	1ST	5.53902	ug/m^3	1	415763.28	3778835.30	207.23	0.00	1648.97	12/1/2014, 24
24-HR	1ST	3.41612	ug/m^3	1	415777.58	3778834.02	207.19	0.00	1648.97	3/16/2012, 24
24-HR	1ST	1.54511	ug/m^3	1	415745.29	3778920.29	208.25	0.00	1648.97	12/17/2012, 24
24-HR	1ST	2.10514	ug/m^3	1	415728.42	3778911.29	208.16	0.00	1648.97	12/9/2016, 24
24-HR	1ST	2.99657	ug/m^3	1	415708.98	3778901.17	207.87	0.00	1648.97	12/9/2016, 24
24-HR	1ST	6.36781	ug/m^3	1	415678.14	3778890.24	207.85	0.00	1648.97	12/24/2012, 24
24-HR	1ST	4.37505	ug/m^3	1	415662.88	3778885.91	207.57	0.00	1648.97	12/24/2012, 24
24-HR	1ST	2.32357	ug/m^3	1	415650.51	3778881.41	207.57	0.00	1648.97	12/21/2016, 24

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Golf Course 7th Tee Mitgated PM10 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
207.57	0.00	2.82E-6	1.00	8	415662.84	3778882.69
		2.82E-6			415684.80	3778827.21
		2.82E-6			415715.14	3778838.48
		2.82E-6			415769.76	3778837.03
		2.82E-6			415771.78	3778885.00
		2.82E-6			415726.99	3778893.38
		2.82E-6			415703.58	3778884.71
		2.82E-6			415689.13	3778892.51

Source Type: AREA POLY

Source: PAREA2 (Golf Course 8th Hole Green Mitgated PM10 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
203.96	0.00	2.28E-6	1.00	5	415369.25	3778778.08
		2.28E-6			415301.92	3778778.95
		2.28E-6			415275.33	3778784.15
		2.28E-6			415274.18	3778847.72
		2.28E-6			415374.16	3778845.41

PROJECT TITLE:

Azusa Greens Redevelopment
Golf Course - Unmitigated PM2.5 24-hour

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL

ug/m^3

Max: 16.8 [ug/m^3] at (415300.00, 3778800.00)

10.4 20.0

COMMENTS:	SOURCES:	COMPANY NAME:	
	2		
	RECEPTORS: **242**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:4,282 0 0.1 km	
	MAX: **16.8 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

PM2.5 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	7.05463	ug/m^3	1	415300.48	3778771.81	203.48	0.00	1648.97	12/22/2015, 24
24-HR	1ST	11.41335	ug/m^3	1	415323.15	3778776.87	203.91	0.00	1648.97	12/1/2014, 24
24-HR	1ST	10.83444	ug/m^3	1	415344.72	3778776.18	203.91	0.00	1648.97	12/1/2014, 24
24-HR	1ST	10.63389	ug/m^3	1	415364.11	3778777.00	203.93	0.00	1648.97	12/1/2014, 24
24-HR	1ST	6.24734	ug/m^3	1	415377.36	3778776.18	204.15	0.00	1648.97	3/16/2012, 24
24-HR	1ST	8.88283	ug/m^3	1	415683.44	3778824.70	206.91	0.00	1648.97	12/22/2015, 24
24-HR	1ST	12.78657	ug/m^3	1	415705.77	3778832.57	207.15	0.00	1648.97	12/1/2014, 24
24-HR	1ST	14.13446	ug/m^3	1	415724.25	3778836.43	207.26	0.00	1648.97	12/1/2014, 24
24-HR	1ST	12.40635	ug/m^3	1	415745.61	3778835.14	207.22	0.00	1648.97	12/1/2014, 24
24-HR	1ST	11.58071	ug/m^3	1	415763.28	3778835.30	207.23	0.00	1648.97	12/1/2014, 24
24-HR	1ST	7.14226	ug/m^3	1	415777.58	3778834.02	207.19	0.00	1648.97	3/16/2012, 24
24-HR	1ST	3.23044	ug/m^3	1	415745.29	3778920.29	208.25	0.00	1648.97	12/17/2012, 24
24-HR	1ST	4.40132	ug/m^3	1	415728.42	3778911.29	208.16	0.00	1648.97	12/9/2016, 24
24-HR	1ST	6.26509	ug/m^3	1	415708.98	3778901.17	207.87	0.00	1648.97	12/9/2016, 24
24-HR	1ST	13.31350	ug/m^3	1	415678.14	3778890.24	207.85	0.00	1648.97	12/24/2012, 24
24-HR	1ST	9.14713	ug/m^3	1	415662.88	3778885.91	207.57	0.00	1648.97	12/24/2012, 24
24-HR	1ST	4.85801	ug/m^3	1	415650.51	3778881.41	207.57	0.00	1648.97	12/21/2016, 24

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Golf Course 7th Tee Unmitgated PM2.5 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
207.57	0.00	5.89E-6	1.00	8	415662.84	3778882.69
		5.89E-6			415684.80	3778827.21
		5.89E-6			415715.14	3778838.48
		5.89E-6			415769.76	3778837.03
		5.89E-6			415771.78	3778885.00
		5.89E-6			415726.99	3778893.38
		5.89E-6			415703.58	3778884.71
		5.89E-6			415689.13	3778892.51

Source Type: AREA POLY

Source: PAREA2 (Golf Course 8th Hole Green Unmitgated PM2.5 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
203.96	0.00	4.77E-6	1.00	5	415369.25	3778778.08
		4.77E-6			415301.92	3778778.95
		4.77E-6			415275.33	3778784.15
		4.77E-6			415274.18	3778847.72
		4.77E-6			415374.16	3778845.41

PROJECT TITLE:

Azusa Greens Redevelopment
Golf Course - Mitigated PM2.5 24-hour

PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL — ug/m^3

Max: 3.98 [ug/m^3] at (415300.00, 3778800.00)

3.00 — 10.40

COMMENTS:	SOURCES: 2	COMPANY NAME:	
	RECEPTORS: 242	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:4,282 — 0 0.1 km	
	MAX: **3.98 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

AERMOD View - Lakes Environmental Software   C:\Users\MartinR\Desktop\Azusa Dispersion\Golf Course\Golf Course.isc

Sensitive Receptor Summary

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PM2.5 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
24-HR	1ST	1.67133	ug/m^3	1	415300.48	3778771.81	203.48	0.00	1648.97	12/22/2015, 24
24-HR	1ST	2.70396	ug/m^3	1	415323.15	3778776.87	203.91	0.00	1648.97	12/1/2014, 24
24-HR	1ST	2.56681	ug/m^3	1	415344.72	3778776.18	203.91	0.00	1648.97	12/1/2014, 24
24-HR	1ST	2.51930	ug/m^3	1	415364.11	3778777.00	203.93	0.00	1648.97	12/1/2014, 24
24-HR	1ST	1.48007	ug/m^3	1	415377.36	3778776.18	204.15	0.00	1648.97	3/16/2012, 24
24-HR	1ST	2.10448	ug/m^3	1	415683.44	3778824.70	206.91	0.00	1648.97	12/22/2015, 24
24-HR	1ST	3.02934	ug/m^3	1	415705.77	3778832.57	207.15	0.00	1648.97	12/1/2014, 24
24-HR	1ST	3.34867	ug/m^3	1	415724.25	3778836.43	207.26	0.00	1648.97	12/1/2014, 24
24-HR	1ST	2.93926	ug/m^3	1	415745.61	3778835.14	207.22	0.00	1648.97	12/1/2014, 24
24-HR	1ST	2.74365	ug/m^3	1	415763.28	3778835.30	207.23	0.00	1648.97	12/1/2014, 24
24-HR	1ST	1.69211	ug/m^3	1	415777.58	3778834.02	207.19	0.00	1648.97	3/16/2012, 24
24-HR	1ST	0.76534	ug/m^3	1	415745.29	3778920.29	208.25	0.00	1648.97	12/17/2012, 24
24-HR	1ST	1.04274	ug/m^3	1	415728.42	3778911.29	208.16	0.00	1648.97	12/9/2016, 24
24-HR	1ST	1.48430	ug/m^3	1	415708.98	3778901.17	207.87	0.00	1648.97	12/9/2016, 24
24-HR	1ST	3.15417	ug/m^3	1	415678.14	3778890.24	207.85	0.00	1648.97	12/24/2012, 24
24-HR	1ST	2.16710	ug/m^3	1	415662.88	3778885.91	207.57	0.00	1648.97	12/24/2012, 24
24-HR	1ST	1.15094	ug/m^3	1	415650.51	3778881.41	207.57	0.00	1648.97	12/21/2016, 24

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Golf Course 7th Tee Mitgated PM2.5 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
207.57	0.00	1.40E-6	1.00	8	415662.84	3778882.69
		1.40E-6			415684.80	3778827.21
		1.40E-6			415715.14	3778838.48
		1.40E-6			415769.76	3778837.03
		1.40E-6			415771.78	3778885.00
		1.40E-6			415726.99	3778893.38
		1.40E-6			415703.58	3778884.71
		1.40E-6			415689.13	3778892.51

Source Type: AREA POLY

Source: PAREA2 (Golf Course 8th Hole Green Mitgated PM2.5 24-hour)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
203.96	0.00	1.13E-6	1.00	5	415369.25	3778778.08
		1.13E-6			415301.92	3778778.95
		1.13E-6			415275.33	3778784.15
		1.13E-6			415274.18	3778847.72
		1.13E-6			415374.16	3778845.41

PROJECT TITLE:

Azusa Greens Redevelopment
Golf Course - Unmitigated PM10 Annual

PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 5 YEARS FOR SOURCE GROUP: ALL ug/m^3

Max: 0.342 [ug/m^3] at (415300.00, 3778800.00)

0.200 1.000

COMMENTS:	SOURCES:	COMPANY NAME:	
	2		
	RECEPTORS: **242**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:4,282 0 — 0.1 km	
	MAX: **0.342 ug/m^3**	DATE: **2/7/2025**	PROJECT NO.:

Sensitive Receptor Summary

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PM2.5 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
ANNUAL		0.03688	ug/m^3	1	415300.48	3778771.81	203.48	0.00	1648.97	
ANNUAL		0.10416	ug/m^3	1	415323.15	3778776.87	203.91	0.00	1648.97	
ANNUAL		0.10205	ug/m^3	1	415344.72	3778776.18	203.91	0.00	1648.97	
ANNUAL		0.11208	ug/m^3	1	415364.11	3778777.00	203.93	0.00	1648.97	
ANNUAL		0.06495	ug/m^3	1	415377.36	3778776.18	204.15	0.00	1648.97	
ANNUAL		0.03175	ug/m^3	1	415683.44	3778824.70	206.91	0.00	1648.97	
ANNUAL		0.13340	ug/m^3	1	415705.77	3778832.57	207.15	0.00	1648.97	
ANNUAL		0.14568	ug/m^3	1	415724.25	3778836.43	207.26	0.00	1648.97	
ANNUAL		0.12343	ug/m^3	1	415745.61	3778835.14	207.22	0.00	1648.97	
ANNUAL		0.12329	ug/m^3	1	415763.28	3778835.30	207.23	0.00	1648.97	
ANNUAL		0.07445	ug/m^3	1	415777.58	3778834.02	207.19	0.00	1648.97	
ANNUAL		0.05914	ug/m^3	1	415745.29	3778920.29	208.25	0.00	1648.97	
ANNUAL		0.08205	ug/m^3	1	415728.42	3778911.29	208.16	0.00	1648.97	
ANNUAL		0.11455	ug/m^3	1	415708.98	3778901.17	207.87	0.00	1648.97	
ANNUAL		0.18827	ug/m^3	1	415678.14	3778890.24	207.85	0.00	1648.97	
ANNUAL		0.06994	ug/m^3	1	415662.88	3778885.91	207.57	0.00	1648.97	
ANNUAL		0.02706	ug/m^3	1	415650.51	3778881.41	207.57	0.00	1648.97	

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Golf Course 7th Tee Unmitgated PM10 Annual)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
207.57	0.00	3.44E-7	1.00	8	415662.84	3778882.69
		3.44E-7			415684.80	3778827.21
		3.44E-7			415715.14	3778838.48
		3.44E-7			415769.76	3778837.03
		3.44E-7			415771.78	3778885.00
		3.44E-7			415726.99	3778893.38
		3.44E-7			415703.58	3778884.71
		3.44E-7			415689.13	3778892.51

Source Type: AREA POLY

Source: PAREA2 (Golf Course 8th Hole Green Unmitgated PM10 Annual)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
203.96	0.00	2.78E-7	1.00	5	415369.25	3778778.08
		2.78E-7			415301.92	3778778.95
		2.78E-7			415275.33	3778784.15
		2.78E-7			415274.18	3778847.72
		2.78E-7			415374.16	3778845.41

Control Pathway

Dispersion Options

Titles

C:\Users\MartinR\Desktop\Azusa Dispersion\Industrial 24hr\Industrial

Dispersion Options

- [x] Regulatory Default
- [ ] Non-Default Options

Dispersion Coefficient

Urban

Population:
Name (Optional):
Roughness Length:

Output Type

- [x] Concentration
- [ ] Total Deposition (Dry & Wet)
- [ ] Dry Deposition
- [ ] Wet Deposition

Plume Depletion

- [ ] Dry Removal
- [ ] Wet Removal

Output Warnings

- [ ] No Output Warnings
- [ ] Non-fatal Warnings for Non-sequential Met Data

Pollutant / Averaging Time / Terrain Options

Pollutant Type

PM10

Averaging Time Options

Hours

1	2	3	4	6	8	12	24
[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[x]

- [ ] Month
- [ ] Period
- [ ] Annual

Exponential Decay

Half Life of 4 hrs will be used

Terrain Height Options

- [ ] Flat
- [x] Elevated

SO: Meters
RE: Meters
TG: Meters

Flagpole Receptors

- [ ] Yes
- [x] No

Default Height = 0.00 m

Control Pathway

Optional Files

- [ ] Re-Start File
- [ ] Init File
- [ ] Multi-Year Analyses
- [ ] Event Input File
- [x] Error Listing File

Detailed Error Listing File

Filename: Industrial 24hr.err

Receptor Pathway

AERMOD

Receptor Networks

Note: Terrain Elavations and Flagpole Heights for Network Grids are in Page RE2 - 1 (If applicable)
Generated Discrete Receptors for Multi-Tier (Risk) Grid and Receptor Locations for Fenceline Grid are in Page RE3 - 1 (If applicable)

Uniform Cartesian Grid

Receptor Network ID	Grid Origin X Coordinate [m]	Grid Origin Y Coordinate [m]	No. of X-Axis Receptors	No. of Y-Axis Receptors	Spacing for X-Axis [m]	Spacing for Y-Axis [m]
UCART1	414400.00	3777700.00	15	15	100.00	100.00

Discrete Receptors

Discrete Cartesian Receptors

Record Number	X-Coordinate [m]	Y-Coordinate [m]	Group Name (Optional)	Terrain Elevations	Flagpole Heights [m] (Optional)
1	415166.42	3778151.90		193.24	
2	415188.33	3778148.80		193.24	
3	415203.63	3778149.62		193.24	
4	415211.90	3778148.18		193.26	
5	415219.34	3778146.73		193.25	
6	415234.43	3778144.87		193.24	
7	415241.25	3778141.36		193.24	
8	415252.41	3778140.32		193.28	
9	415293.55	3778118.20		193.24	
10	415295.41	3778109.73		193.04	
11	415297.89	3778101.46		192.94	
12	415300.37	3778093.60		192.85	
13	415301.82	3778087.82		192.68	
14	415303.68	3778080.79		192.63	
15	415312.36	3778069.63		192.63	

Plant Boundary Receptors

Receptor Groups

Record Number	Group ID	Group Description
1	FENCEPRI	Cartesian plant boundary Primary Receptors
2	FENCEINT	Cartesian plant boundary Intermediate Receptors

Meteorology Pathway

AERMOD

Met Input Data

Surface Met Data

Filename: AZUS_v9.SFC

Format Type: Default AERMET format

Profile Met Data

Filename: AZUS_v9.PFL

Format Type: Default AERMET format

Wind Speed

☐ Wind Speeds are Vector Mean (Not Scalar Means)

Wind Direction

Rotation Adjustment [deg]:

Potential Temperature Profile

Base Elevation above MSL (for Primary Met Tower): 660.00 [m]

Meteorological Station Data

Stations	Station No.	Year	X Coordinate [m]	Y Coordinate [m]	Station Name
Surface		2012			
Upper Air		2012			
On-Site		2012			

Data Period

Data Period to Process

Start Date: 1/1/2012 Start Hour: 1 End Date: 12/31/2016 End Hour: 24

Wind Speed Categories

Stability Category	Wind Speed [m/s]	Stability Category	Wind Speed [m/s]
A	1.54	D	8.23
B	3.09	E	10.8
C	5.14	F	No Upper Bound

Appendix E

HRA Modeling Input/Output

Azusa Greens Industrial Site DPM Calculations

Truck Trips (ADT)	88

Trucks and TRUs by Building

	Warehouse SF	Loading Docks	Truck Entry	Truck Exit	TRU Entry	TRU Exit
Building 1	28,598	4	3.99	3.99	0.20	0.20
Building 2	40,116	5	5.60	5.60	0.28	0.28
Building 3	47,422	8	6.61	6.61	0.33	0.33
Building 4	47,342	11	6.60	6.60	0.33	0.33
Building 5	101,507	15	14.16	14.16	0.71	0.71
Building 6	50,490	6	7.04	7.04	0.35	0.35
Total	**315,475**	**49**	**44**	**44**	**2.2**	**2.2**

Truck Circulation Emission Factor

Truck Type	Avg. Speed (mph)	% of Mix	Emission Factor (lb/mile)	Fleet Emissions (lb/mile)
2 Axle (LHDT2)	10	32.7%	1.024248E-04	3.349290E-05
3 Axle (MHDT)	10	17.9%	5.142371E-05	9.204844E-06
4 or more Axle (HHDT)	10	49.9%	2.688298E-05	1.341461E-05
			Fleet Total	**5.611235E-05**

Truck Idling Emission Factor

Truck Type	Avg. Speed (mph)	% of Mix	Emission Factor (lb/mile)	Fleet Emissions (lb/min)
2 Axle (LHDT2)	5	32.7%	1.22670E-04	3.34276E-06
3 Axle (MHDT)	5	17.9%	6.35211E-05	9.47524E-07
4 or more Axle (HHDT)	5	49.9%	3.18862E-05	1.32594E-06
			Fleet Total	**5.616218E-06**

TRU Emission Factor	lb/min
Aggregate All TRUs	**2.9522E-05**

Truck Dock Volume Sources

Source ID	Trucks/day	Idle Time (min)	Idling DPM/day (lb)	TRU/day	TRU Time (min)	TRU DPM/day (lb)	Total DPM/year (lb)
BLD1D1	3.99	11	2.46411E-04	0.20	240	1.41305E-03	6.05702E-01
BLD2D1	5.60	11	3.45654E-04	0.28	240	1.98216E-03	8.49652E-01
BLD3D1	3.31	11	2.04303E-04	0.17	240	1.17158E-03	5.02196E-01
BLD3D2	3.31	11	2.04303E-04	0.17	240	1.17158E-03	5.02196E-01
BLD4D1	2.20	11	1.35972E-04	0.11	240	7.79734E-04	3.34233E-01
BLD4D2	2.20	11	1.35972E-04	0.11	240	7.79734E-04	3.34233E-01
BLD4D3	2.20	11	1.35972E-04	0.11	240	7.79734E-04	3.34233E-01
BLD5D1	3.54	11	2.18655E-04	0.18	240	1.25388E-03	5.37476E-01
BLD5D2	3.54	11	2.18655E-04	0.18	240	1.25388E-03	5.37476E-01
BLD5D3	3.54	11	2.18655E-04	0.18	240	1.25388E-03	5.37476E-01
BLD5D4	3.54	11	2.18655E-04	0.18	240	1.25388E-03	5.37476E-01
BLD6D1	3.52	11	2.17520E-04	0.18	240	1.24737E-03	5.34686E-01
BLD6D2	3.52	11	2.17520E-04	0.18	240	1.24737E-03	5.34686E-01
Total	**44.00**		**2.71825E-03**	**2.20**		**1.55878E-02**	**6.68172E+00**

Truck Circulation Line Volume Sources

Source ID	Trucks/day	Source Length (m)	Truck DPM	TRU/day	TRU Time (min)	TRU DPM (lb)	Total DPM/year (lb)
BLD1T1	7.98	65.0	1.80791E-05	0.40	0.04039	4.7560E-07	6.77246E-03
BLD2T1	11.19	73.3	2.85989E-05	0.56	0.04555	7.5234E-07	1.07132E-02
BLD3T1	13.23	74.6	3.44069E-05	0.66	0.04635	9.0513E-07	1.28889E-02
BLD4T1	6.60	89.1	2.05126E-05	0.33	0.05536	5.3962E-07	7.68407E-03
BLD4T1	6.60	129.4	2.97905E-05	0.33	0.08041	7.8369E-07	1.11596E-02
BLD5T1	14.16	192.9	9.52194E-05	0.71	0.11986	2.5049E-06	3.56694E-02
BLD5T2	14.16	170.8	8.43104E-05	0.71	0.10613	2.2179E-06	3.15828E-02
BLD6T1	14.08	66.7	3.27536E-05	0.70	0.04145	8.6163E-07	1.22695E-02
Total	**88.00**		**3.43671E-04**	**4.40**		**9.04080E-06**	**1.28740E-01**

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2027
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for VMT, tons/year for Emissions

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Total VMT	PM10_RUNEX	lb/mile
Los Angeles (SC)	2027	HHDT	Aggregate	10	Diesel	2288829.789	0.030765283	2.68830E-05
Los Angeles (SC)	2027	LHDT2	Aggregate	10	Diesel	801357.3347	0.041039419	1.02425E-04
Los Angeles (SC)	2027	MHDT	Aggregate	10	Diesel	3380059.164	0.08690759	5.14237E-05
Los Angeles (SC)	2027	HHDT	Aggregate	5	Diesel	142842.7209	0.002277358	3.18862E-05
Los Angeles (SC)	2027	LHDT2	Aggregate	5	Diesel	62065.2005	0.00380677	1.22670E-04
Los Angeles (SC)	2027	MHDT	Aggregate	5	Diesel	543741.3146	0.017269536	6.35211E-05

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2027
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, g/mile for RUNEX, PMBW and PMTW, mph for Speed, kWh/mile for Energy Consumption, gallon/mile for Fuel Consumption. PHEV calculated based on total VMT.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Total VMT	PM10_RUNEX	
Los Angeles (SC)	2027	HHDT	Aggregate	5	Diesel	457.8292338	0.014463358	3.18862E-05
Los Angeles (SC)	2027	HHDT	Aggregate	10	Diesel	7335.992912	0.012193918	
Los Angeles (SC)	2027	LHDT2	Aggregate	5	Diesel	189.8018364	0.055642205	
Los Angeles (SC)	2027	LHDT2	Aggregate	10	Diesel	2450.634051	0.046459106	
Los Angeles (SC)	2027	MHDT	Aggregate	5	Diesel	1742.760624	0.028812716	
Los Angeles (SC)	2027	MHDT	Aggregate	10	Diesel	10833.52296	0.023325409	

Model Output: OFFROAD2021 (v1.0.6) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2027
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: OFFROAD2021 Equipment Types
Units: tons/day for Emissions, gallons/year for Fuel, hours/year for Activity, Horsepower-hours/year for Horsepower-hours

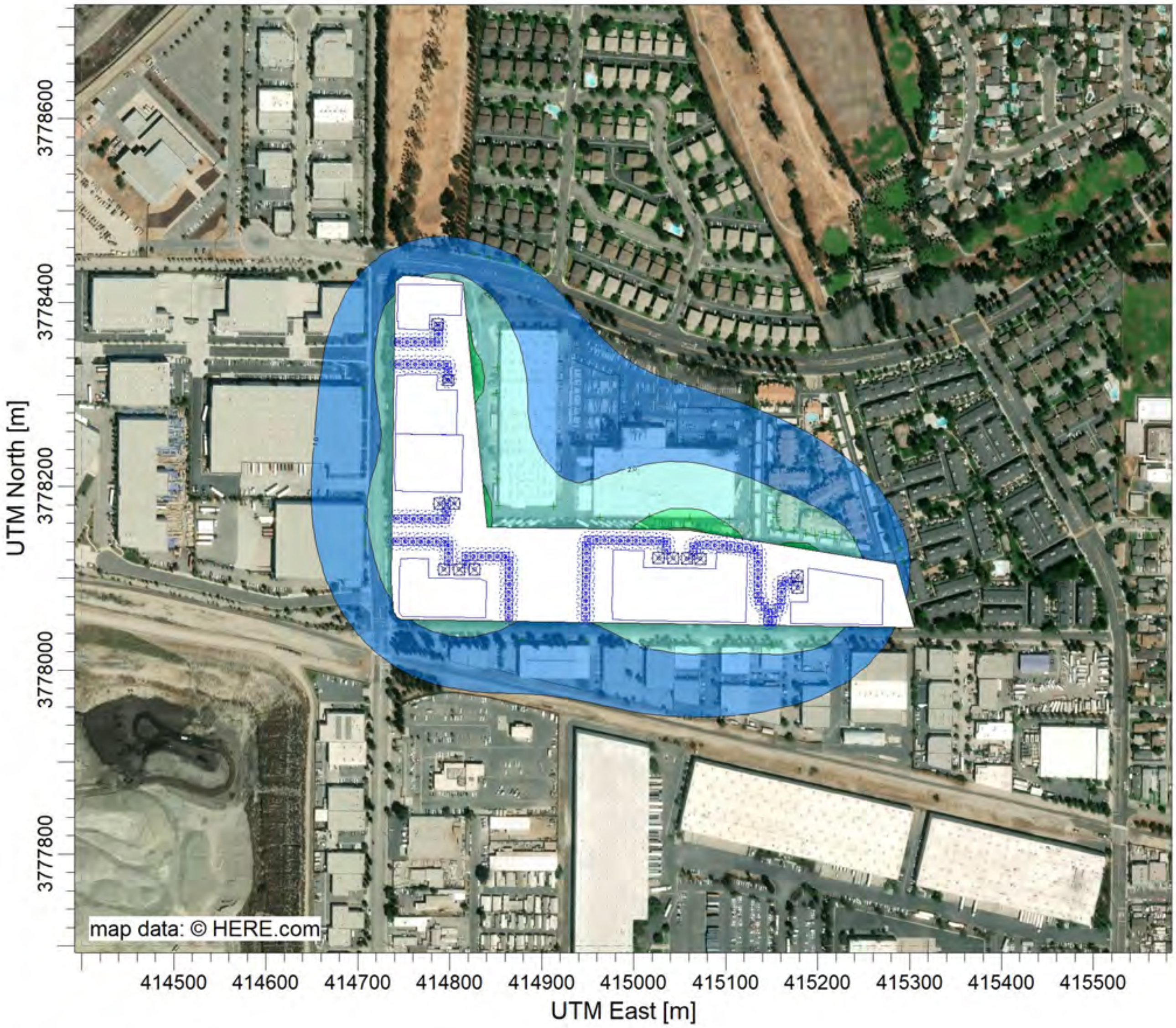
Region	Calendar Year	Vehicle Category	Model Year	Horsepower Bin	Fuel	PM10_tpd	Total_Activity_hpy
Los Angeles (SC)	2027	Transport Refrigeration Unit - Instate Genset	Aggregate	Aggregate	Diesel	1.62876E-03	8.31100E+05
Los Angeles (SC)	2027	Transport Refrigeration Unit - Instate Trailer	Aggregate	Aggregate	Diesel	2.55032E-02	1.24777E+07
Los Angeles (SC)	2027	Transport Refrigeration Unit - Instate Truck	Aggregate	Aggregate	Diesel	4.47678E-03	8.15645E+05
Los Angeles (SC)	2027	Transport Refrigeration Unit - Out-Of-State Genset	Aggregate	Aggregate	Diesel	1.49192E-03	6.66124E+05
Los Angeles (SC)	2027	Transport Refrigeration Unit - Out-Of-State Trailer	Aggregate	Aggregate	Diesel	2.02601E-02	7.20026E+06
						Total hours/year	2.19908E+07
						Total lb/year	3.89534E+04
						Average lb/hr	1.77135E-03

*HARP - HRACalc v22118 6/6/2024 1:01:35 PM - Cancer Risk

REC	GRP	NETID	X	Y	RISK_SUM	SCENARIO
5042	ALL	R1	415149.87	3778196.26	2.06E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5043	ALL	R2	415155.55	3778178.88	2.45E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5044	ALL	R3	415155.11	3778166.28	2.90E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5045	ALL	R4	415160.01	3778153.13	3.52E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5046	**ALL**	**R5/MEIR**	**415173.88**	**3778151.55**	**3.54E-06**	**30YrCancerRMP_InhSoilDermMMilk_FAH16to70**
5047	ALL	R6	415186.97	3778148.93	3.53E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5048	ALL	R7	415197.26	3778146.72	3.38E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5049	ALL	R8	415209.6	3778148.63	2.80E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5050	ALL	R9	415218.45	3778147	2.56E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5051	ALL	R10	415239.69	3778142.03	1.99E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5052	ALL	R11	415289.3	3778133.46	1.10E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5053	ALL	R12	415293.33	3778117.19	1.08E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5054	ALL	R13	415304.27	3778078.1	9.22E-07	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5055	ALL	R14	415314.9	3778060.91	7.93E-07	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5056	ALL	R15	414894.28	3778434.15	9.94E-07	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5057	ALL	R16	414878.49	3778441.22	1.03E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5058	ALL	R17	414861.43	3778445.4	1.10E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5059	ALL	R18	414842.73	3778449.21	1.17E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5060	ALL	R19	414824.76	3778453.39	1.20E-06	30YrCancerRMP_InhSoilDermMMilk_FAH16to70
5177	**ALL**	**PMI**	**415049.78**	**3778152.37**	**1.11E-05**	**30YrCancerRMP_InhSoilDermMMilk_FAH16to70**

PROJECT TITLE:

Azusa Greens Redevelopment
Industrial Site HRA - Residential Cancer Risk



PLOT FILE OF PERIOD VALUES FOR SOURCE GROUP: ALL

COMMENTS:	SOURCES:	COMPANY NAME:	
Risk in chnacer per milion	**21**		
	RECEPTORS: **5263**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:7,501 0 — 0.2 km	
	MAX:	DATE: **6/17/2024**	PROJECT NO.:

*HARP - HRACalc v22118 6/10/2024 11:42:54 AM - Chronic Risk

REC	GRP	NETID	X	Y	SCENARIO	MAXHI
5042	ALL	R1	415149.87	3778196.26	NonCancerChronicDerived_InhSoilDermMMilk	5.52E-04
5043	ALL	R2	415155.55	3778178.88	NonCancerChronicDerived_InhSoilDermMMilk	6.59E-04
5044	ALL	R3	415155.11	3778166.28	NonCancerChronicDerived_InhSoilDermMMilk	7.79E-04
5045	ALL	R4	415160.01	3778153.13	NonCancerChronicDerived_InhSoilDermMMilk	9.46E-04
5046	ALL	**R5/MEIR**	415173.88	3778151.55	NonCancerChronicDerived_InhSoilDermMMilk	9.51E-04
5047	ALL	R6	415186.97	3778148.93	NonCancerChronicDerived_InhSoilDermMMilk	9.47E-04
5048	ALL	R7	415197.26	3778146.72	NonCancerChronicDerived_InhSoilDermMMilk	9.09E-04
5049	ALL	R8	415209.6	3778148.63	NonCancerChronicDerived_InhSoilDermMMilk	7.53E-04
5050	ALL	R9	415218.45	3778147	NonCancerChronicDerived_InhSoilDermMMilk	6.87E-04
5051	ALL	R10	415239.69	3778142.03	NonCancerChronicDerived_InhSoilDermMMilk	5.35E-04
5052	ALL	R11	415289.3	3778133.46	NonCancerChronicDerived_InhSoilDermMMilk	2.97E-04
5053	ALL	R12	415293.33	3778117.19	NonCancerChronicDerived_InhSoilDermMMilk	2.91E-04
5054	ALL	R13	415304.27	3778078.1	NonCancerChronicDerived_InhSoilDermMMilk	2.48E-04
5055	ALL	R14	415314.9	3778060.91	NonCancerChronicDerived_InhSoilDermMMilk	2.13E-04
5056	ALL	R15	414894.28	3778434.15	NonCancerChronicDerived_InhSoilDermMMilk	2.67E-04
5057	ALL	R16	414878.49	3778441.22	NonCancerChronicDerived_InhSoilDermMMilk	2.77E-04
5058	ALL	R17	414861.43	3778445.4	NonCancerChronicDerived_InhSoilDermMMilk	2.95E-04
5059	ALL	R18	414842.73	3778449.21	NonCancerChronicDerived_InhSoilDermMMilk	3.14E-04
5060	ALL	R19	414824.76	3778453.39	NonCancerChronicDerived_InhSoilDermMMilk	3.23E-04
5160	ALL	**PMI**	415226.78	3778125.09	NonCancerChronicDerived_InhSoilDermMMilk	8.08E-04

*HARP - HRACalc v22118 6/6/2024 1:08:45 PM - Cancer Risk

REC	GRP	NETID	X	Y	RISK_SUM	SCENARIO
5061	ALL	W1	415104.21	3778164.59	3.64E-07	25YrCancerDerived_InhSoilDerm
5062	**ALL**	**W2/MEIW**	**415061**	**3778165.85**	**5.43E-07**	**25YrCancerDerived_InhSoilDerm**
5063	ALL	W3	415016.78	3778166.86	4.24E-07	25YrCancerDerived_InhSoilDerm
5064	ALL	W4	414963.01	3778166.6	2.22E-07	25YrCancerDerived_InhSoilDerm
5065	ALL	W5	414912.64	3778178.48	1.88E-07	25YrCancerDerived_InhSoilDerm
5066	ALL	W6	414853.08	3778178.79	3.43E-07	25YrCancerDerived_InhSoilDerm
5067	ALL	W7	414851.75	3778207.94	2.93E-07	25YrCancerDerived_InhSoilDerm
5068	ALL	W8	414850.68	3778301.7	2.68E-07	25YrCancerDerived_InhSoilDerm
5069	ALL	W9	414851.34	3778329.86	2.71E-07	25YrCancerDerived_InhSoilDerm
5070	ALL	W10	414853.96	3778365.41	2.11E-07	25YrCancerDerived_InhSoilDerm
5071	ALL	W11	414706.34	3778366.06	1.30E-07	25YrCancerDerived_InhSoilDerm
5072	ALL	W12	414704.91	3778306.87	1.36E-07	25YrCancerDerived_InhSoilDerm
5073	ALL	W13	414707.18	3778165.97	1.56E-07	25YrCancerDerived_InhSoilDerm
5074	ALL	W14	414707.94	3778139.99	1.52E-07	25YrCancerDerived_InhSoilDerm
5075	ALL	W15	414876.44	3778032.53	1.33E-07	25YrCancerDerived_InhSoilDerm
5076	ALL	W16	414948.37	3778032.22	1.36E-07	25YrCancerDerived_InhSoilDerm
5077	ALL	W17	415149.47	3778027.17	1.94E-07	25YrCancerDerived_InhSoilDerm

PROJECT TITLE:

Azusa Greens Redevelopment
Industrial Site HRA - Off-Site Worker Cancer Risk

PLOT FILE OF PERIOD VALUES FOR SOURCE GROUP: ALL

0.20 2.00

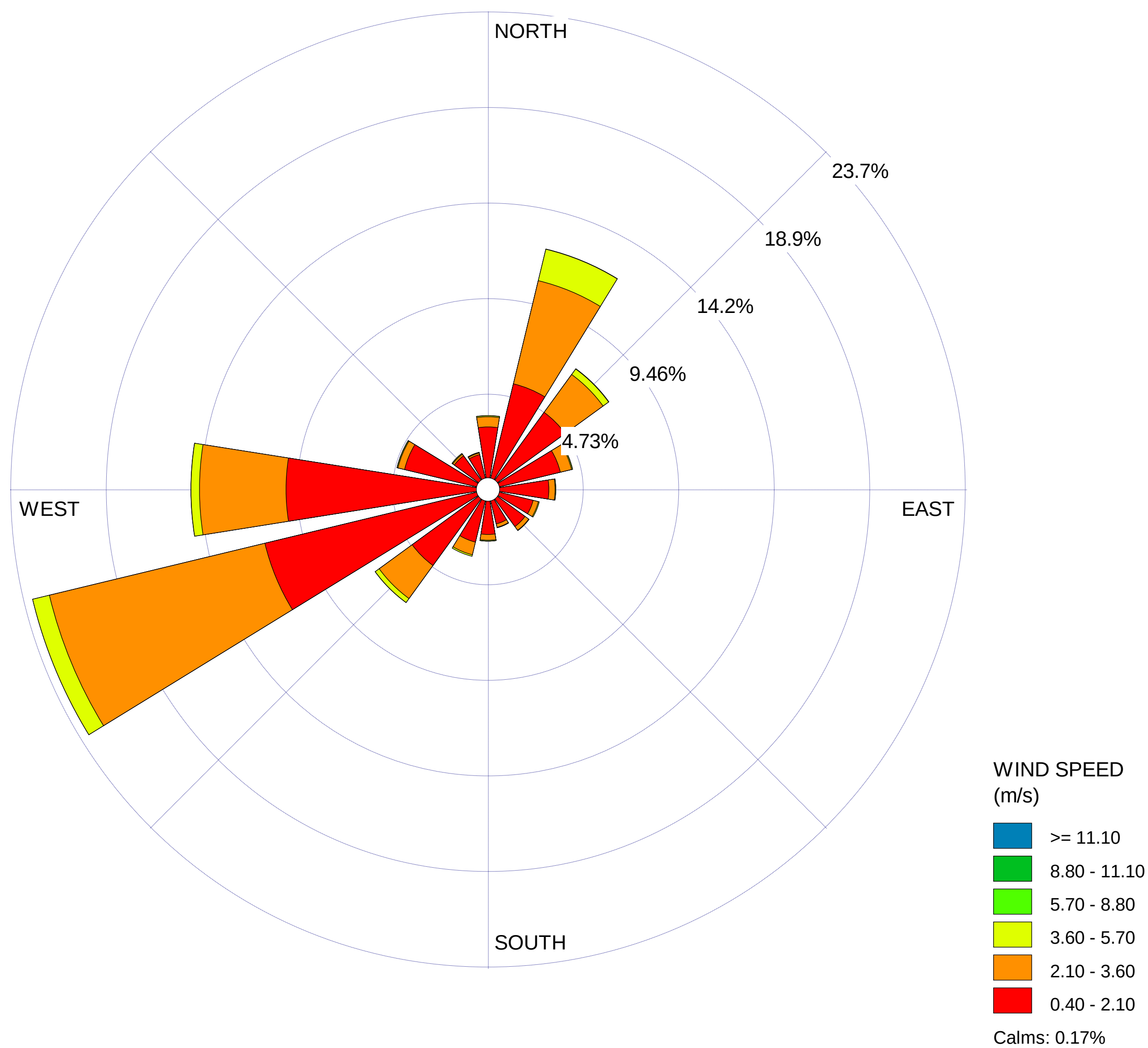
COMMENTS: Risk in chances per million	SOURCES: **21**	COMPANY NAME:
	RECEPTORS: **5263**	MODELER:
	OUTPUT TYPE: **Concentration**	SCALE: 1:7,501 0 — 0.2 km
	MAX:	DATE: **6/17/2024**
		PROJECT NO.:

*HARP - HRACalc v22118 6/10/2024 11:49:59 AM - Chronic Risk

REC	GRP	NETID	X	Y	SCENARIO	MAXHI
5061	ALL	W1	415104.21	3778164.59	NonCancerChronicDerived_InhSoilDerm	1.18E-03
5062	ALL	**W2/MEIW**	415061.00	3778165.85	NonCancerChronicDerived_InhSoilDerm	1.75E-03
5063	ALL	W3	415016.78	3778166.86	NonCancerChronicDerived_InhSoilDerm	1.37E-03
5064	ALL	W4	414963.01	3778166.60	NonCancerChronicDerived_InhSoilDerm	7.17E-04
5065	ALL	W5	414912.64	3778178.48	NonCancerChronicDerived_InhSoilDerm	6.08E-04
5066	ALL	W6	414853.08	3778178.79	NonCancerChronicDerived_InhSoilDerm	1.11E-03
5067	ALL	W7	414851.75	3778207.94	NonCancerChronicDerived_InhSoilDerm	9.46E-04
5068	ALL	W8	414850.68	3778301.70	NonCancerChronicDerived_InhSoilDerm	8.66E-04
5069	ALL	W9	414851.34	3778329.86	NonCancerChronicDerived_InhSoilDerm	8.76E-04
5070	ALL	W10	414853.96	3778365.41	NonCancerChronicDerived_InhSoilDerm	6.83E-04
5071	ALL	W11	414706.34	3778366.06	NonCancerChronicDerived_InhSoilDerm	4.21E-04
5072	ALL	W12	414704.91	3778306.87	NonCancerChronicDerived_InhSoilDerm	4.41E-04
5073	ALL	W13	414707.18	3778165.97	NonCancerChronicDerived_InhSoilDerm	5.04E-04
5074	ALL	W14	414707.94	3778139.99	NonCancerChronicDerived_InhSoilDerm	4.91E-04
5075	ALL	W15	414876.44	3778032.53	NonCancerChronicDerived_InhSoilDerm	4.29E-04
5076	ALL	W16	414948.37	3778032.22	NonCancerChronicDerived_InhSoilDerm	4.38E-04
5077	ALL	W17	415149.47	3778027.17	NonCancerChronicDerived_InhSoilDerm	6.26E-04

WIND ROSE PLOT:
Station #3179

DISPLAY:
Wind Speed
Direction (blowing from)



COMMENTS:	DATA PERIOD: **Start Date: 1/1/2012 - 00:00** **End Date: 12/31/2016 - 23:59**	COMPANY NAME: **South Coast Air Quality Management District**	
		MODELER: **Melissa Sheffer**	South Coast AQMD
	CALM WINDS: **0.17%**	TOTAL COUNT: **42845 hrs.**	
	AVG. WIND SPEED: **1.70 m/s**	DATE: **5/25/2017**	PROJECT NO.:

WRPLOT View - Lakes Environmental Software

Control Pathway

Dispersion Options

Titles

C:\Users\MartinR\Desktop\Azusa HRA\Azusa HRA.isc

Dispersion Options

☒ Regulatory Default ☐ Non-Default Options

Dispersion Coefficient

Urban

Population:
Name (Optional):
Roughness Length:

Output Type

☒ Concentration
☐ Total Deposition (Dry & Wet)
☐ Dry Deposition
☐ Wet Deposition

Plume Depletion

☐ Dry Removal
☐ Wet Removal

Output Warnings

☐ No Output Warnings
☐ Non-fatal Warnings for Non-sequential Met Data

Pollutant / Averaging Time / Terrain Options

Pollutant Type

PM10

Averaging Time Options

Hours

☒	☐	☐	☐	☐	☐	☐	☐
1	2	3	4	6	8	12	24

☐ Month ☒ Period ☐ Annual

Exponential Decay

Half Life of 4 hrs will be used

Terrain Height Options

☐ Flat ☒ Elevated

SO: Meters
RE: Meters
TG: Meters

Flagpole Receptors

☒ Yes ☐ No

Default Height = 1.20 m

Control Pathway

AERMOD

Optional Files

☐ Re-Start File	☐ Init File	☐ Multi-Year Analyses	☐ Event Input File	☒ Error Listing File

Detailed Error Listing File

Filename: Azusa HRA.err

Source Pathway - Source Inputs

AERMOD

Volume Sources

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	BLD1D1	414787.10 Building 1 Dock 1	3778376.27	195.07	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD2D1	414798.33 Building 2 Dock 1	3778315.57	194.46	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD3D1	414788.98 Building 3 Dock 1	3778181.47	192.79	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD3D2	414804.76 Building 2 Dock 2	3778181.29	192.94	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD4D1	414793.55 Building 4 Dock 1	3778109.74	192.02	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD4D2	414810.30 Building 4 Dock 2	3778109.65	192.02	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD4D3	414826.88 Building 4 Dock 3	3778109.68	192.10	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD5D1	415026.90 Building 5 Dock 1	3778121.94	192.50	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD5D2	415042.91 Building 5 Dock 2	3778121.66	192.49	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD5D3	415057.96 Building 5 Dock 3	3778121.47	192.61	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD5D4	415072.36 Building 5 Dock 4	3778121.18	192.63	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD6D1	415178.25 Building 6 Dock 1	3778089.62	192.41	3.60	1.00000	12.00	Surface-Based	2.79	0.93
VOLUME	BLD6D2	415178.12 Building 6 Dock 2	3778102.47	192.62	3.60	1.00000	12.00	Surface-Based	2.79	0.93

Source Pathway - Source Inputs

AERMOD

Line Volume Sources

Source Type: LINE VOLUME

Source: BLD1T1 (Buliding 1 Trouck Route)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
8.60	1.00000		414740.67	3778356.88	194.85	3.40
			414787.68	3778356.66	194.93	3.40
			414787.80	3778374.60	194.98	3.40

Source Type: LINE VOLUME

Source: BLD2T1 (Building 2 Truck Route)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
8.60	1.00000		414741.00	3778332.93	194.51	3.40
			414798.27	3778332.26	194.65	3.40
			414798.05	3778316.22	194.32	3.40

Source Type: LINE VOLUME

Source: BLD3T1 (Building 3 Truck Route)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
8.60	1.00000		414739.08	3778164.85	192.31	3.40
			414796.30	3778164.54	192.55	3.40
			414796.45	3778181.96	192.88	3.40

Source Type: LINE VOLUME

Source: BLD4T1 (Building 4 Truck Route 1)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
8.60	1.00000		414738.42	3778140.06	192.09	3.40
			414798.86	3778139.80	192.17	3.40
			414798.59	3778111.09	192.02	3.40

Source Pathway - Source Inputs

AERMOD

Source Type: LINE VOLUME
Source: BLD4T2 (Building 4 Truck Route 2)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
8.60	1.00000		414864.21	3778054.65	191.40	3.40
			414864.42	3778123.81	192.41	3.40
			414817.25	3778123.81	192.23	3.40
			414817.25	3778110.79	192.13	3.40

Source Type: LINE VOLUME
Source: BLD5T1 (Building 5 Truck Route 1)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
8.60	1.00000		414947.73	3778053.85	191.48	3.40
			414948.63	3778141.67	192.77	3.40
			415035.73	3778140.40	192.78	3.40
			415035.37	3778122.44	192.52	3.40

Source Type: LINE VOLUME
Source: BLD5T2 (Building 5 Truck Route 2)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
8.60	1.00000		415146.00	3778049.26	191.46	3.40
			415146.00	3778065.89	191.91	3.40
			415134.84	3778076.71	191.90	3.40
			415135.18	3778130.62	192.82	3.40
			415100.44	3778135.86	192.81	3.40
			415064.91	3778136.38	192.69	3.40
			415064.78	3778122.36	192.69	3.40

Source Pathway - Source Inputs

AERMOD

Source Type: LINE VOLUME
Source: BLD6T1 (Building 6 Truck Route 1)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
8.60	1.00000		415150.39	3778049.73	191.47	3.40
			415150.65	3778060.74	191.90	3.40
			415160.09	3778070.44	191.95	3.40
			415160.88	3778096.53	192.43	3.40
			415176.87	3778096.14	192.47	3.40

Source Pathway - Source Inputs

AERMOD

Volume Sources Generated from Line Sources

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD1T1	L0000001	414744.97	3778356.86	194.78	3.40	0.12500	8.60		4.00	3.16
	L0000002	414753.57	3778356.82	194.78	3.40	0.12500	8.60		4.00	3.16
	L0000003	414762.17	3778356.78	194.78	3.40	0.12500	8.60		4.00	3.16
	L0000004	414770.77	3778356.74	194.78	3.40	0.12500	8.60		4.00	3.16
	L0000005	414779.37	3778356.70	194.78	3.40	0.12500	8.60		4.00	3.16
	L0000006	414787.69	3778356.94	194.78	3.40	0.12500	8.60		4.00	3.16
	L0000007	414787.74	3778365.54	195.04	3.40	0.12500	8.60		4.00	3.16
	L0000008	414787.79	3778374.14	195.07	3.40	0.12500	8.60		4.00	3.16
Line Source ID	**Volume Source ID**	**X Coordinate [m]**	**Y Coordinate [m]**	**Base Elevation [m]**	**Release Height [m[**	**Emission Rate [g/s]**	**Length of Side [m]**	**Building Height [m]**	**Initial Lateral Dimencion [m]**	**Initial Vertical Dimencion [m]**
BLD2T1	L0000009	414745.30	3778332.88	194.46	3.40	0.11111	8.60		4.00	3.16
	L0000010	414753.90	3778332.78	194.46	3.40	0.11111	8.60		4.00	3.16
	L0000011	414762.50	3778332.68	194.46	3.40	0.11111	8.60		4.00	3.16
	L0000012	414771.10	3778332.58	194.49	3.40	0.11111	8.60		4.00	3.16
	L0000013	414779.70	3778332.48	194.65	3.40	0.11111	8.60		4.00	3.16
	L0000014	414788.30	3778332.38	194.64	3.40	0.11111	8.60		4.00	3.16
	L0000015	414796.90	3778332.28	194.64	3.40	0.11111	8.60		4.00	3.16
	L0000016	414798.17	3778325.03	194.46	3.40	0.11111	8.60		4.00	3.16
	L0000017	414798.05	3778316.43	194.46	3.40	0.11111	8.60		4.00	3.16
Line Source ID	**Volume Source ID**	**X Coordinate [m]**	**Y Coordinate [m]**	**Base Elevation [m]**	**Release Height [m[**	**Emission Rate [g/s]**	**Length of Side [m]**	**Building Height [m]**	**Initial Lateral Dimencion [m]**	**Initial Vertical Dimencion [m]**
BLD3T1	L0000018	414743.38	3778164.82	192.43	3.40	0.11111	8.60		4.00	3.16
	L0000019	414751.98	3778164.78	192.58	3.40	0.11111	8.60		4.00	3.16

Source Pathway - Source Inputs

AERMOD

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD3T1	L0000020	414760.58	3778164.73	192.58	3.40	0.11111	8.60		4.00	3.16
	L0000021	414769.18	3778164.68	192.58	3.40	0.11111	8.60		4.00	3.16
	L0000022	414777.78	3778164.64	192.62	3.40	0.11111	8.60		4.00	3.16
	L0000023	414786.38	3778164.59	192.63	3.40	0.11111	8.60		4.00	3.16
	L0000024	414794.98	3778164.54	192.63	3.40	0.11111	8.60		4.00	3.16
	L0000025	414796.36	3778171.82	192.75	3.40	0.11111	8.60		4.00	3.16
	L0000026	414796.44	3778180.42	192.88	3.40	0.11111	8.60		4.00	3.16

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD4T1	L0000027	414742.72	3778140.04	192.13	3.40	0.10000	8.60		4.00	3.16
	L0000028	414751.32	3778140.00	192.17	3.40	0.10000	8.60		4.00	3.16
	L0000029	414759.92	3778139.97	192.33	3.40	0.10000	8.60		4.00	3.16
	L0000030	414768.52	3778139.93	192.33	3.40	0.10000	8.60		4.00	3.16
	L0000031	414777.12	3778139.89	192.33	3.40	0.10000	8.60		4.00	3.16
	L0000032	414785.72	3778139.86	192.33	3.40	0.10000	8.60		4.00	3.16
	L0000033	414794.32	3778139.82	192.33	3.40	0.10000	8.60		4.00	3.16
	L0000034	414798.82	3778135.73	192.33	3.40	0.10000	8.60		4.00	3.16
	L0000035	414798.74	3778127.13	192.31	3.40	0.10000	8.60		4.00	3.16
	L0000036	414798.66	3778118.53	192.08	3.40	0.10000	8.60		4.00	3.16

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD4T2	L0000037	414864.22	3778058.95	191.41	3.40	0.06667	8.60		4.00	3.16
	L0000038	414864.25	3778067.55	191.45	3.40	0.06667	8.60		4.00	3.16
	L0000039	414864.28	3778076.15	191.71	3.40	0.06667	8.60		4.00	3.16

Source Pathway - Source Inputs

AERMOD

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD4T2	L0000040	414864.30	3778084.75	191.72	3.40	0.06667	8.60		4.00	3.16
	L0000041	414864.33	3778093.35	191.93	3.40	0.06667	8.60		4.00	3.16
	L0000042	414864.36	3778101.95	192.02	3.40	0.06667	8.60		4.00	3.16
	L0000043	414864.38	3778110.55	192.15	3.40	0.06667	8.60		4.00	3.16
	L0000044	414864.41	3778119.15	192.33	3.40	0.06667	8.60		4.00	3.16
	L0000045	414860.48	3778123.81	192.33	3.40	0.06667	8.60		4.00	3.16
	L0000046	414851.88	3778123.81	192.33	3.40	0.06667	8.60		4.00	3.16
	L0000047	414843.28	3778123.81	192.33	3.40	0.06667	8.60		4.00	3.16
	L0000048	414834.68	3778123.81	192.33	3.40	0.06667	8.60		4.00	3.16
	L0000049	414826.08	3778123.81	192.30	3.40	0.06667	8.60		4.00	3.16
	L0000050	414817.48	3778123.81	192.25	3.40	0.06667	8.60		4.00	3.16
	L0000051	414817.25	3778115.45	192.02	3.40	0.06667	8.60		4.00	3.16

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD5T1	L0000052	414947.77	3778058.15	191.47	3.40	0.04545	8.60		4.00	3.16
	L0000053	414947.86	3778066.75	191.72	3.40	0.04545	8.60		4.00	3.16
	L0000054	414947.95	3778075.35	191.72	3.40	0.04545	8.60		4.00	3.16
	L0000055	414948.04	3778083.95	191.95	3.40	0.04545	8.60		4.00	3.16
	L0000056	414948.13	3778092.55	192.02	3.40	0.04545	8.60		4.00	3.16
	L0000057	414948.22	3778101.15	192.17	3.40	0.04545	8.60		4.00	3.16
	L0000058	414948.31	3778109.75	192.33	3.40	0.04545	8.60		4.00	3.16
	L0000059	414948.39	3778118.35	192.39	3.40	0.04545	8.60		4.00	3.16
	L0000060	414948.48	3778126.95	192.63	3.40	0.04545	8.60		4.00	3.16
	L0000061	414948.57	3778135.55	192.63	3.40	0.04545	8.60		4.00	3.16
	L0000062	414951.11	3778141.64	192.79	3.40	0.04545	8.60		4.00	3.16

Source Pathway - Source Inputs

AERMOD

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD5T1	L0000063	414959.71	3778141.51	192.79	3.40	0.04545	8.60		4.00	3.16
	L0000064	414968.31	3778141.39	192.78	3.40	0.04545	8.60		4.00	3.16
	L0000065	414976.91	3778141.26	192.78	3.40	0.04545	8.60		4.00	3.16
	L0000066	414985.51	3778141.13	192.78	3.40	0.04545	8.60		4.00	3.16
	L0000067	414994.11	3778141.01	192.77	3.40	0.04545	8.60		4.00	3.16
	L0000068	415002.71	3778140.88	192.77	3.40	0.04545	8.60		4.00	3.16
	L0000069	415011.30	3778140.76	192.77	3.40	0.04545	8.60		4.00	3.16
	L0000070	415019.90	3778140.63	192.76	3.40	0.04545	8.60		4.00	3.16
	L0000071	415028.50	3778140.51	192.76	3.40	0.04545	8.60		4.00	3.16
	L0000072	415035.70	3778139.03	192.71	3.40	0.04545	8.60		4.00	3.16
	L0000073	415035.53	3778130.43	192.63	3.40	0.04545	8.60		4.00	3.16

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD5T2	L0000074	415146.00	3778053.56	191.72	3.40	0.05000	8.60		4.00	3.16
	L0000075	415146.00	3778062.16	191.89	3.40	0.05000	8.60		4.00	3.16
	L0000076	415142.50	3778069.28	192.02	3.40	0.05000	8.60		4.00	3.16
	L0000077	415136.33	3778075.27	192.02	3.40	0.05000	8.60		4.00	3.16
	L0000078	415134.88	3778083.24	192.23	3.40	0.05000	8.60		4.00	3.16
	L0000079	415134.94	3778091.84	192.33	3.40	0.05000	8.60		4.00	3.16
	L0000080	415134.99	3778100.44	192.45	3.40	0.05000	8.60		4.00	3.16
	L0000081	415135.05	3778109.04	192.63	3.40	0.05000	8.60		4.00	3.16
	L0000082	415135.10	3778117.64	192.67	3.40	0.05000	8.60		4.00	3.16
	L0000083	415135.15	3778126.24	192.93	3.40	0.05000	8.60		4.00	3.16
	L0000084	415131.00	3778131.25	192.94	3.40	0.05000	8.60		4.00	3.16
	L0000085	415122.50	3778132.53	192.94	3.40	0.05000	8.60		4.00	3.16

Source Pathway - Source Inputs

AERMOD

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD5T2	L0000086	415113.99	3778133.81	192.94	3.40	0.05000	8.60		4.00	3.16
	L0000087	415105.49	3778135.10	192.94	3.40	0.05000	8.60		4.00	3.16
	L0000088	415096.95	3778135.91	192.94	3.40	0.05000	8.60		4.00	3.16
	L0000089	415088.35	3778136.04	192.94	3.40	0.05000	8.60		4.00	3.16
	L0000090	415079.75	3778136.16	192.93	3.40	0.05000	8.60		4.00	3.16
	L0000091	415071.15	3778136.29	192.93	3.40	0.05000	8.60		4.00	3.16
	L0000092	415064.89	3778134.03	192.86	3.40	0.05000	8.60		4.00	3.16
	L0000093	415064.81	3778125.43	192.63	3.40	0.05000	8.60		4.00	3.16

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m[	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimencion [m]	Initial Vertical Dimencion [m]
BLD6T1	L0000094	415150.49	3778054.03	191.72	3.40	0.12500	8.60		4.00	3.16
	L0000095	415151.96	3778062.09	191.89	3.40	0.12500	8.60		4.00	3.16
	L0000096	415157.96	3778068.25	192.02	3.40	0.12500	8.60		4.00	3.16
	L0000097	415160.26	3778075.99	192.05	3.40	0.12500	8.60		4.00	3.16
	L0000098	415160.52	3778084.58	192.28	3.40	0.12500	8.60		4.00	3.16
	L0000099	415160.77	3778093.18	192.33	3.40	0.12500	8.60		4.00	3.16
	L0000100	415166.12	3778096.40	192.33	3.40	0.12500	8.60		4.00	3.16
	L0000101	415174.72	3778096.19	192.49	3.40	0.12500	8.60		4.00	3.16

Receptor Pathway

AERMOD

Receptor Networks

Note: Terrain Elavations and Flagpole Heights for Network Grids are in Page RE2 - 1 (If applicable)
Generated Discrete Receptors for Multi-Tier (Risk) Grid and Receptor Locations for Fenceline Grid are in Page RE3 - 1 (If applicable)

Uniform Cartesian Grid

Receptor Network ID	Grid Origin X Coordinate [m]	Grid Origin Y Coordinate [m]	No. of X-Axis Receptors	No. of Y-Axis Receptors	Spacing for X-Axis [m]	Spacing for Y-Axis [m]
UCART1	414400.00	3777700.00	71	71	20.00	20.00

Discrete Receptors

Discrete Cartesian Receptors

Record Number	X-Coordinate [m]	Y-Coordinate [m]	Group Name (Optional)	Terrain Elevations	Flagpole Heights [m] (Optional)
1	415149.87	3778196.26		193.85	
2	415155.55	3778178.88		193.62	
3	415155.11	3778166.28		193.54	
4	415160.01	3778153.13		193.24	
5	415173.88	3778151.55		193.24	
6	415186.97	3778148.93		193.24	
7	415197.26	3778146.72		193.24	
8	415209.60	3778148.63		193.24	
9	415218.45	3778147.00		193.26	
10	415239.69	3778142.03		193.24	
11	415289.30	3778133.46		193.24	
12	415293.33	3778117.19		193.24	
13	415304.27	3778078.10		192.63	
14	415314.90	3778060.91		192.46	
15	414894.28	3778434.15		196.56	
16	414878.49	3778441.22		196.58	
17	414861.43	3778445.40		196.56	
18	414842.73	3778449.21		196.45	
19	414824.76	3778453.39		196.50	
20	415104.21	3778164.59		193.24	
21	415061.00	3778165.85		193.24	
22	415016.78	3778166.86		193.24	
23	414963.01	3778166.60		193.24	
24	414912.64	3778178.48		193.24	
25	414853.08	3778178.79		193.01	
26	414851.75	3778207.94		193.29	

27	414850.68	3778301.70		194.46	
28	414851.34	3778329.86		194.87	
29	414853.96	3778365.41		195.36	
30	414706.34	3778366.06		194.77	
31	414704.91	3778306.87		193.87	
32	414707.18	3778165.97		192.31	
33	414707.94	3778139.99		191.81	
34	414876.44	3778032.53		191.11	
35	414948.37	3778032.22		191.11	
36	415149.47	3778027.17		191.41	

Plant Boundary Receptors

Cartesian Plant Boundary

Primary

Record Number	X-Coordinate [m]	Y-Coordinate [m]	Group Name (Optional)	Terrain Elevations	Flagpole Heights [m] (Optional)
1	414746.90	3778055.39	FENCEPRI	191.11	
2	415305.27	3778046.07	FENCEPRI	192.32	
3	415285.74	3778115.52	FENCEPRI	193.11	
4	415059.74	3778152.20	FENCEPRI	193.11	
5	414840.68	3778155.83	FENCEPRI	192.63	
6	414814.43	3778421.77	FENCEPRI	195.92	
7	414797.78	3778424.61	FENCEPRI	195.93	
8	414781.03	3778426.89	FENCEPRI	195.99	
9	414764.19	3778428.60	FENCEPRI	195.99	
10	414749.10	3778429.50	FENCEPRI	195.77	
11	414740.84	3778422.37	FENCEPRI	195.68	
12	414736.28	3778096.64	FENCEPRI	191.42	
13	414738.92	3778062.14	FENCEPRI	191.11	
14	414740.42	3778062.46	FENCEPRI	191.13	
15	414742.57	3778057.81	FENCEPRI	191.12	

Intermediate

Record Number	X-Coordinate [m]	Y-Coordinate [m]	Group Name (Optional)	Terrain Elevations	Flagpole Heights [m] (Optional)
1	414756.87	3778055.22	FENCEINT	191.11	
2	414766.84	3778055.06	FENCEINT	191.11	
3	414776.81	3778054.89	FENCEINT	191.30	
4	414786.78	3778054.72	FENCEINT	191.36	
5	414796.75	3778054.56	FENCEINT	191.36	
6	414806.73	3778054.39	FENCEINT	191.35	

Receptor Pathway

AERMOD

7	414816.70	3778054.23	FENCEINT	191.35	
8	414826.67	3778054.06	FENCEINT	191.34	
9	414836.64	3778053.89	FENCEINT	191.34	
10	414846.61	3778053.73	FENCEINT	191.33	
11	414856.58	3778053.56	FENCEINT	191.33	
12	414866.55	3778053.39	FENCEINT	191.32	
13	414876.52	3778053.23	FENCEINT	191.32	
14	414886.49	3778053.06	FENCEINT	191.31	
15	414896.46	3778052.89	FENCEINT	191.31	
16	414906.43	3778052.73	FENCEINT	191.38	
17	414916.41	3778052.56	FENCEINT	191.41	
18	414926.38	3778052.39	FENCEINT	191.41	
19	414936.35	3778052.23	FENCEINT	191.41	
20	414946.32	3778052.06	FENCEINT	191.41	
21	414956.29	3778051.90	FENCEINT	191.41	
22	414966.26	3778051.73	FENCEINT	191.41	
23	414976.23	3778051.56	FENCEINT	191.41	
24	414986.20	3778051.40	FENCEINT	191.41	
25	414996.17	3778051.23	FENCEINT	191.41	
26	415006.14	3778051.06	FENCEINT	191.41	
27	415016.11	3778050.90	FENCEINT	191.41	
28	415026.09	3778050.73	FENCEINT	191.50	
29	415036.06	3778050.56	FENCEINT	191.54	
30	415046.03	3778050.40	FENCEINT	191.53	
31	415056.00	3778050.23	FENCEINT	191.45	
32	415065.97	3778050.06	FENCEINT	191.41	
33	415075.94	3778049.90	FENCEINT	191.41	
34	415085.91	3778049.73	FENCEINT	191.48	
35	415095.88	3778049.57	FENCEINT	191.51	
36	415105.85	3778049.40	FENCEINT	191.50	
37	415115.82	3778049.23	FENCEINT	191.64	
38	415125.79	3778049.07	FENCEINT	191.72	
39	415135.76	3778048.90	FENCEINT	191.72	
40	415145.74	3778048.73	FENCEINT	191.72	
41	415155.71	3778048.57	FENCEINT	191.72	
42	415165.68	3778048.40	FENCEINT	191.72	
43	415175.65	3778048.23	FENCEINT	191.72	
44	415185.62	3778048.07	FENCEINT	191.75	
45	415195.59	3778047.90	FENCEINT	191.76	
46	415205.56	3778047.73	FENCEINT	191.76	
47	415215.53	3778047.57	FENCEINT	191.75	

Receptor Pathway

AERMOD

48	415225.50	3778047.40	FENCEINT	191.92	
49	415235.47	3778047.24	FENCEINT	192.02	
50	415245.44	3778047.07	FENCEINT	192.02	
51	415255.42	3778046.90	FENCEINT	192.03	
52	415265.39	3778046.74	FENCEINT	192.03	
53	415275.36	3778046.57	FENCEINT	192.03	
54	415285.33	3778046.40	FENCEINT	192.02	
55	415295.30	3778046.24	FENCEINT	192.20	
56	415302.83	3778054.75	FENCEINT	192.33	
57	415300.39	3778063.43	FENCEINT	192.35	
58	415297.95	3778072.11	FENCEINT	192.50	
59	415295.51	3778080.80	FENCEINT	192.63	
60	415293.06	3778089.48	FENCEINT	192.73	
61	415290.62	3778098.16	FENCEINT	192.94	
62	415288.18	3778106.84	FENCEINT	192.95	
63	415275.91	3778117.11	FENCEINT	192.96	
64	415266.09	3778118.71	FENCEINT	193.01	
65	415256.26	3778120.30	FENCEINT	193.06	
66	415246.44	3778121.90	FENCEINT	193.06	
67	415236.61	3778123.49	FENCEINT	192.94	
68	415226.78	3778125.09	FENCEINT	192.94	
69	415216.96	3778126.68	FENCEINT	192.95	
70	415207.13	3778128.28	FENCEINT	192.98	
71	415197.31	3778129.87	FENCEINT	192.94	
72	415187.48	3778131.47	FENCEINT	192.94	
73	415177.65	3778133.06	FENCEINT	192.94	
74	415167.83	3778134.66	FENCEINT	192.94	
75	415158.00	3778136.25	FENCEINT	192.94	
76	415148.17	3778137.85	FENCEINT	192.98	
77	415138.35	3778139.44	FENCEINT	193.03	
78	415128.52	3778141.04	FENCEINT	193.08	
79	415118.70	3778142.63	FENCEINT	193.13	
80	415108.87	3778144.23	FENCEINT	193.18	
81	415099.04	3778145.82	FENCEINT	193.21	
82	415089.22	3778147.42	FENCEINT	192.97	
83	415079.39	3778149.01	FENCEINT	193.02	
84	415069.57	3778150.61	FENCEINT	193.07	
85	415049.78	3778152.37	FENCEINT	192.95	
86	415039.83	3778152.53	FENCEINT	192.94	
87	415029.87	3778152.70	FENCEINT	192.94	
88	415019.91	3778152.86	FENCEINT	192.94	

Receptor Pathway

AERMOD

89	415009.95	3778153.03	FENCEINT	192.94	
90	415000.00	3778153.19	FENCEINT	192.94	
91	414990.04	3778153.36	FENCEINT	192.94	
92	414980.08	3778153.52	FENCEINT	192.94	
93	414970.12	3778153.69	FENCEINT	192.94	
94	414960.17	3778153.85	FENCEINT	192.94	
95	414950.21	3778154.02	FENCEINT	192.94	
96	414940.25	3778154.18	FENCEINT	192.94	
97	414930.30	3778154.35	FENCEINT	192.94	
98	414920.34	3778154.51	FENCEINT	192.89	
99	414910.38	3778154.68	FENCEINT	192.88	
100	414900.42	3778154.84	FENCEINT	192.89	
101	414890.47	3778155.01	FENCEINT	192.89	
102	414880.51	3778155.17	FENCEINT	192.90	
103	414870.55	3778155.34	FENCEINT	192.90	
104	414860.59	3778155.50	FENCEINT	192.67	
105	414850.64	3778155.67	FENCEINT	192.63	
106	414839.71	3778165.68	FENCEINT	192.92	
107	414838.74	3778175.53	FENCEINT	192.94	
108	414837.76	3778185.38	FENCEINT	192.94	
109	414836.79	3778195.23	FENCEINT	193.21	
110	414835.82	3778205.08	FENCEINT	193.24	
111	414834.85	3778214.93	FENCEINT	193.39	
112	414833.87	3778224.78	FENCEINT	193.52	
113	414832.90	3778234.63	FENCEINT	193.55	
114	414831.93	3778244.48	FENCEINT	193.79	
115	414830.96	3778254.33	FENCEINT	193.85	
116	414829.99	3778264.18	FENCEINT	193.87	
117	414829.01	3778274.03	FENCEINT	194.08	
118	414828.04	3778283.88	FENCEINT	194.16	
119	414827.07	3778293.72	FENCEINT	194.33	
120	414826.10	3778303.57	FENCEINT	194.43	
121	414825.12	3778313.42	FENCEINT	194.46	
122	414824.15	3778323.27	FENCEINT	194.67	
123	414823.18	3778333.12	FENCEINT	194.77	
124	414822.21	3778342.97	FENCEINT	194.82	
125	414821.24	3778352.82	FENCEINT	194.98	
126	414820.26	3778362.67	FENCEINT	195.07	
127	414819.29	3778372.52	FENCEINT	195.26	
128	414818.32	3778382.37	FENCEINT	195.36	
129	414817.35	3778392.22	FENCEINT	195.52	

130	414816.37	3778402.07	FENCEINT	195.64	
131	414815.40	3778411.92	FENCEINT	195.78	
132	414806.11	3778423.19	FENCEINT	195.89	
133	414789.41	3778425.75	FENCEINT	195.97	
134	414772.61	3778427.75	FENCEINT	195.99	
135	414756.65	3778429.05	FENCEINT	195.93	
136	414744.97	3778425.94	FENCEINT	195.68	
137	414740.70	3778412.50	FENCEINT	195.58	
138	414740.56	3778402.63	FENCEINT	195.40	
139	414740.43	3778392.76	FENCEINT	195.28	
140	414740.29	3778382.89	FENCEINT	195.09	
141	414740.15	3778373.02	FENCEINT	195.07	
142	414740.01	3778363.15	FENCEINT	194.97	
143	414739.87	3778353.28	FENCEINT	194.77	
144	414739.73	3778343.41	FENCEINT	194.67	
145	414739.60	3778333.53	FENCEINT	194.46	
146	414739.46	3778323.66	FENCEINT	194.38	
147	414739.32	3778313.79	FENCEINT	194.16	
148	414739.18	3778303.92	FENCEINT	194.08	
149	414739.04	3778294.05	FENCEINT	193.85	
150	414738.91	3778284.18	FENCEINT	193.85	
151	414738.77	3778274.31	FENCEINT	193.77	
152	414738.63	3778264.44	FENCEINT	193.55	
153	414738.49	3778254.57	FENCEINT	193.49	
154	414738.35	3778244.70	FENCEINT	193.24	
155	414738.21	3778234.83	FENCEINT	193.24	
156	414738.08	3778224.96	FENCEINT	193.16	
157	414737.94	3778215.09	FENCEINT	192.94	
158	414737.80	3778205.22	FENCEINT	192.93	
159	414737.66	3778195.35	FENCEINT	192.86	
160	414737.52	3778185.48	FENCEINT	192.63	
161	414737.39	3778175.60	FENCEINT	192.61	
162	414737.25	3778165.73	FENCEINT	192.33	
163	414737.11	3778155.86	FENCEINT	192.32	
164	414736.97	3778145.99	FENCEINT	192.25	
165	414736.83	3778136.12	FENCEINT	192.02	
166	414736.69	3778126.25	FENCEINT	192.02	
167	414736.56	3778116.38	FENCEINT	191.72	
168	414736.42	3778106.51	FENCEINT	191.72	
169	414736.94	3778088.02	FENCEINT	191.41	
170	414737.60	3778079.39	FENCEINT	191.38	

171	414738.26	3778070.77	FENCEINT	191.23	

Receptor Groups

Record Number	Group ID	Group Description
1	FENCEPRI	Cartesian plant boundary Primary Receptors
2	FENCEINT	Cartesian plant boundary Intermediate Receptors

Meteorology Pathway

AERMOD

Met Input Data

Surface Met Data

Filename: AZUS_v9.SFC

Format Type: Default AERMET format

Profile Met Data

Filename: AZUS_v9.PFL

Format Type: Default AERMET format

Wind Speed

☐ Wind Speeds are Vector Mean (Not Scalar Means)

Wind Direction

Rotation Adjustment [deg]:

Potential Temperature Profile

Base Elevation above MSL (for Primary Met Tower): 660.00 [m]

Meteorological Station Data

Stations	Station No.	Year	X Coordinate [m]	Y Coordinate [m]	Station Name
Surface		2012			
Upper Air		2012			
On-Site		2012			

Data Period

Data Period to Process

Start Date: 1/1/2012 Start Hour: 1 End Date: 12/31/2016 End Hour: 24

Wind Speed Categories

Stability Category	Wind Speed [m/s]	Stability Category	Wind Speed [m/s]
A	1.54	D	8.23
B	3.09	E	10.8
C	5.14	F	No Upper Bound

Output Pathway

Tabular Printed Outputs

Short Term Averaging Period	RECTABLE Highest Values Table										MAXTABLE Maximum Values Table	DAYTABLE Daily Values Table
	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th		
1	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐		No

Contour Plot Files (PLOTFILE)

Path for PLOTFILES: Azusa HRA.AD

Averaging Period	Source Group ID	High Value	File Name
1	ALL	1st	01H1GALL.PLT
Period	ALL	N/A	PE00GALL.PLT

HARP Project Summary Report 6/17 /2024 1:51:40 PM

PROJECT INFORMATION
HARP Version: 22118
Project Name: AZUSA GREENS RISK

HARP Database: NA

EMISSION INVENTORY
No. of Pollutants:20
No. of Background Pollutants:0

Emissions

ScrID	StkID	ProID	PolID	PolAbbrev	Multi	Annual Ems (lbs/yr)	MaxHr Ems (lbs/hr)	MWAF
BLD1D1	0	0	9901	DieselExhPI	1	0.605702095	0	1
BLD2D1	0	0	9901	DieselExhPI	1	0.849651908	0	1
BLD3D1	0	0	9901	DieselExhPI	1	0.502196041	0	1
BLD3D2	0	0	9901	DieselExhPI	1	0.502196041	0	1
BLD4D1	0	0	9901	DieselExhPI	1	0.334232564	0	1
BLD4D2	0	0	9901	DieselExhPI	1	0.334232564	0	1
BLD4D3	0	0	9901	DieselExhPI	1	0.334232564	0	1
BLD5D1	0	0	9901	DieselExhPI	1	0.53747642	0	1
BLD5D2	0	0	9901	DieselExhPI	1	0.53747642	0	1
BLD5D3	0	0	9901	DieselExhPI	1	0.53747642	0	1
BLD5D4	0	0	9901	DieselExhPI	1	0.53747642	0	1
BLD6D1	0	0	9901	DieselExhPI	1	0.534685971	0	1
BLD6D2	0	0	9901	DieselExhPI	1	0.534685971	0	1
BLD1T1	0	0	9901	DieselExhPI	1	0.006772457	0	1
BLD2T1	0	0	9901	DieselExhPI	1	0.010713191	0	1
BLD3T1	0	0	9901	DieselExhPI	1	0.012888903	0	1
BLD4T1	0	0	9901	DieselExhPI	1	0.007684074	0	1
BLD4T1	0	0	9901	DieselExhPI	1	0.011159587	0	1
BLD5T1	0	0	9901	DieselExhPI	1	0.035669373	0	1
BLD5T2	0	0	9901	DieselExhPI	1	0.031582835	0	1

Ground level concentration files (\glc\)
9901MAXHR.txt
9901PER.txt

POLLUTANT HEALTH INFORMATION
Health Database: C:\HARP2\Tables\HEALTH17320.mdb
Health Table Version: HEALTH2327 9
Official: True

PolID	PolAbbrev	InhCancer	OralCancer	AcuteREL	InhChronicREL	OralChronicREL	InhChronic8HRREL
9901	DieselExhPM	1.1			5		

Appendix F

2024 RTP/SCS Consistency

AZUSA GREENS REDEVELOPMENT PROJECT CONSISTENCY WITH SCAG 2024 RTP/SCS STRATEGIES

2024 RTP/SCS Strategy	Project Consistency
Mobility	
System Preservation and Resilience 01. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle 02. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure)	**No Conflict.** The Project would be limited to the Project site, which includes 16 holes of the existing Azusa Greens Golf Course. The Project would involve the development of six industrial buildings, an age-restricted residential community, and golf course renovations. These Project components would not affect the preservation and resilience of the regional transportation system. Therefore, the Project would not conflict with this strategy.
Complete Streets 03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit) 04. Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking) 05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery 06. Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities	**Consistent.** New internal roadways within the residential site would include sidewalks separated by curbs and gutters and would allow for bicycle use within the roadway. Sidewalks would be added to North Todd Avenue and West 10th Street adjacent to the industrial site. Other Project improvements would not encroach into the existing rights-of-way surrounding the Project site such that complete street improvements including the addition of new or protected bike lanes would be inhibited. Therefore, the Project would be consistent with this strategy.

2024 RTP/SCS Strategy	Project Consistency
Transit and Multimodal Integration 07. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety 08. Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity 09. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations 10. Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities 11. Create a resilient transportation system by preparing for emergencies and the impacts of climate change	**No Conflict.** As described above, the Project includes the provision of new sidewalk connections. However, the Project is not a transportation project and is not within an identified Transportation Equity Zone. The Project would not conflict with this strategy.
Transportation System Management 12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible 13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network	**No Conflict.** The Project would be limited to the proposed Project site and would involve the development of residential, industrial, and recreational land uses. The Project improvements would not expand roadway capacity or build out the express lane network. The Project would not conflict with this strategy.

2024 RTP/SCS Strategy	Project Consistency
Transportation Demand Management 14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.) 15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors 16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)	**Conflict.** The Project would result in a significant and unavoidable impact related to VMT, even with implementation of identified mitigation measures requiring feasible transportation demand management measures. As such, the Project would not reduce VMT or single-occupancy vehicle use below a level of significance and the Project would conflict with this strategy.
Technology Integration 17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region 18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy 19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders 20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security 21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure	**No Conflict.** The Project would not involve the development or implementation of transportation technology. The Project would not prohibit the future use or integration of technology into the existing transportation network surrounding the site and would not conflict with this strategy.

2024 RTP/SCS Strategy	Project Consistency
Safety 22. Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system 23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities 24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported 25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs	**Consistent.** The Project proposes safety improvements at golf cart crossings, which are shared with pedestrians, that would enhance safety for individuals crossing Sierra Madre Avenue. The Project would also involve the creation of sidewalks along North Todd Avenue and West 10th Street adjacent to the industrial site, as well as on internal roadways within the residential site. The transportation study prepared for the Project also evaluated proposed driveways and intersections and confirmed adequate sight distance is provided and no new intersection signalization is warranted. The proposed Project would increase pedestrian and bicyclist safety. The Project would be consistent with this strategy.
Funding the System/User Fees 26. Promote stability and sustainability for core state and federal transportation funding sources 27. Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits 28. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs 29. Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources 30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery 31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience	**No Conflict.** The Project would not construct new transportation facilities that would generate or require transportation funding. The Project would provide fiscal benefits to the City through enhanced property taxes, sales taxes, and utility revenues as well as the introduction of new industrial space for business operations. These revenues would not specifically contribute to transportation-related funds but would provide an ongoing revenue source to the City. No change to SCAG's funding programs or goals would occur with the Project. The Project would not conflict with this strategy.

2024 RTP/SCS Strategy	Project Consistency
Communities	
Priority Development Areas 32. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities 33. Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled 34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled	**Conflict.** The Project site is outside of the priority development areas identified in the 2024 RTP/SCS. In addition, the Project would result in a significant and unavoidable VMT impact, as VMT per capita cannot be reduced below the applicable thresholds based on the Project's location. Therefore, the Project would conflict with this strategy.
Housing the Region 35. Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region 36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities 37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region 38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region 39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups 40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities 41. Support efforts to increase housing and services for people experiencing homelessness across the region	**Consistent.** The residential site would develop 230 dwelling units which would be age-restricted to individuals 55 years and older. The development of this age-restricted housing would address the City's shortage of senior housing while adding to the City's overall housing stock. In addition, a total of 15 percent of the units would be provided for rent at rates affordable to low-income and moderate-income households. The Project would be consistent with this strategy.

2024 RTP/SCS Strategy	Project Consistency
15-Minute Communities 42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses 43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality 44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options	**Conflict.** The Project site is outside of the priority development areas identified in the 2024 RTP/SCS, which include livable corridors around areas with transit or higher density development. Based on the Project's location, neighborhood recreational amenities would be available within 15-minute walks, but general commercial amenities would not be accessible within 15 minutes of the proposed residences. Therefore, the Project would conflict with this strategy.
Equitable Engagement and Decision-Making 45. Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term 46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice 47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes	**No Conflict.** The Project site is not located within a Priority Equity Community. In addition, the Project would be constructed within an existing, developed site and would not disrupt existing communities, including communities or color or otherwise disadvantaged communities. The Project would not conflict with this strategy.

2024 RTP/SCS Strategy	Project Consistency
Environment	
Sustainable Development 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience 49. Support communities across the region to advance innovative sustainable development practices 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability	**Conflict.** The Project would avoid or mitigate potential impacts to biological resources at the Project site. However, the Project result in significant and unavoidable GHG emissions impacts and, therefore, would conflict with this strategy.
Air Quality 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities	**Conflict.** The Project would not generate significant air quality impacts, including from hazardous air pollutants. However, the Project would result in significant and unavoidable GHG emissions impacts. Therefore, the Project would conflict with this strategy.
Clean Transportation 54. Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable 55. Promote equitable use of and access to clean transportation technologies so that all may benefit from them 56. Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity 57. Maintain a technology-neutral approach in the study of, advancement of and investment in clean transportation technology	**No Conflict.** The proposed Project includes the development of residential, industrial, and recreational land uses and would not involve the development of clean transportation technology or interfere with clean transportation technology development. The Project would not conflict with this strategy.

2024 RTP/SCS Strategy	Project Consistency
Natural and Agricultural Lands Preservation 58. Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region 59. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding 60. Support regional conservation planning and collaboration across the region 61. Encourage the protection and restoration of natural habitat and wildlife corridors 62. Encourage the conservation and viability of agricultural lands to protect the regional and local food supply and ensure the sustainability of local agriculture as a vital part of the region's economy 63. Encourage policy development of the link between natural and agricultural conservation with public health	**No Conflict.** The Project site does not contain wildlife corridors or sensitive vegetation communities and potential impacts to sensitive species using the Project site would be mitigated below a level of significance. In addition, the proposed Project site is developed with non-agricultural uses and is not zoned for agricultural use. Therefore, the Project would not conflict with this strategy.
Climate Resilience 64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors 66. Support nature-based solutions to increase regional resilience of the natural and built environment 67. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment 68. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment	**No Conflict.** The Project does not involve the construction of infrastructure to enhance climate resilience and would not conflict with future efforts by the City or others to improve climate resilience in the Project vicinity. Therefore, the Project would not conflict with this strategy.

2024 RTP/SCS Strategy	Project Consistency
Economy	
Goods Movement 69. Leverage and prioritize investments, particularly where there are mutual co-benefits to both freight and passenger/commuter rail 70. Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure 71. Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable 72. Advance comprehensive, systems-level planning of corridor/supply chain operational strategies that is integrated with road and rail infrastructure and inland port concepts 73. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system—including both highways and rail—to support the intermodal movement of goods across the region	**No Conflict.** The Project would provide industrial buildings that would likely become part of the goods movement network in the region and could offer workforce development opportunities. The Project itself cannot ensure future tenant use of zero-emission technologies and infrastructure; however, tenants would be required to comply with applicable regulations related to emissions as statewide legislation becomes effective. The Project would not conflict with this strategy.

2024 RTP/SCS Strategy	Project Consistency
Broadband 74. Support ubiquitous regional broadband deployment and access to provide the necessary infrastructure and capability for Smart Cities strategies—to ensure the benefits of these strategies improve safety and are distributed equitably 75. Develop networks that are efficient, scalable, resilient and sustainable to support transportation systems management, operations services and "tele-everything" strategies that reduce vehicle miles traveled, optimize efficiency and accommodate future growth of regional economies 76. Encourage investments that provide access to digital activities that support educational, financial and economic growth 77. Advocate for current, accurate data to identify opportunity zones and solutions that support the development of broadband services to community anchor institutions and local businesses 78. Promote an atmosphere that allows for healthy competition and speed-driven innovative solutions while remaining technologically neutral 79. Use a bottom-up approach to identify and support a community's broadband needs	**No Conflict.** The Project is in an area supported by existing telecommunications infrastructure and the Project involves connections of proposed buildings to these services. The Project would not inhibit the future expansion of broadband service within the region and would not conflict with this strategy.
Universal Basic Mobility 80. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services 81. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers	**No Conflict.** The Project does not propose new mobility services and would not alter the manners in which payments for transportation services are made. The Project would not conflict with this strategy.

2024 RTP/SCS Strategy	Project Consistency
Workforce Development 82. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers 83. Encourage inclusive workforce development that promotes upward economic mobility 84. Support entrepreneurial growth with a focus on underrepresented communities 85. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change) 86. Inform and facilitate data-driven decision-making about the region's workforce	**Consistent.** The Project would include the construction of an industrial site, residential site, and golf course site. Each of these components would provide employment within the region. At full buildout, the Project is estimated to support 481 jobs on-site, comprised of 464 full time equivalent jobs from the industrial site, 5 from the residential site, and 12 from the golf course site. Therefore, the Project would promote workforce development and be consistent with this strategy.
Tourism 87. Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation 88. Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation	**No Conflict.** The Project is not anticipated to promote tourism within the region, as it would provide long-term residences, jobs for existing regional populations, and local serving recreational amenities. As such, the Project would not affect potential transit methods used by tourists in the region. The Project would not conflict with this strategy.

Source: SCAG 2024