

Appendix E

Greenhouse Gas Emissions Assessment



Greenhouse Gas Emissions Assessment

3822 Figueroa Project

Prepared for:

City of Los Angeles Planning Department
200 N. Spring Street, Room 621
Los Angeles, California 90012

Prepared by:

Kimley-Horn and Associates, Inc.
1100 W. Town and Country Road, Suite 700
Orange, California 92868
714.939.1030

February 2026

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LIST OF ABBREVIATED TERMS

AB	Assembly Bill
CARB	California Air Resource Board
CCR	California Code of Regulations
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CALGreen Code	California Green Building Standards Code
CPUC	California Public Utilities Commission
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CFC	Chlorofluorocarbon
cy	cubic yard
FCAA	Federal Clean Air Act
FR	Federal Register
GHG	greenhouse gas
HCFC	Hydrochlorofluorocarbon
HFC	Hydrofluorocarbon
LCFS	Low Carbon Fuel Standard
CH ₄	Methane
MMTCO ₂ e	million metric tons of carbon dioxide equivalent
MTCO ₂ e	metric tons of carbon dioxide equivalent
NHTSA	National Highway Traffic Safety Administration
NF ₃	nitrogen trifluoride
N ₂ O	nitrous oxide
PFC	Perfluorocarbon
SB	Senate Bill
SCAB	South Coast Air Basin
South Coast AQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Government
Sf	square feet or square foot
SF ₆	sulfur hexafluoride
TAC	toxic air contaminants
U.S. EPA	U.S. Environmental Protection Agency

1.0 INTRODUCTION

This report documents the results of a Greenhouse Gas Emissions Assessment completed for the 3822 Figueroa Project (“Project” or “proposed Project”). This Greenhouse Gas Emissions Assessment evaluates the potential construction and operational emissions of greenhouse gases associated with the Project and determines the level of impact the Project’s greenhouse gas emissions would have on the environment.

1.1 Project Location

The Project Site is located at 3822- 3828 South Figueroa Street, 3801- 3833 ½ South Flower Drive, and 468 -470 West 39th Street (APN 5037-031-001 to -007, -015, -016) directly east of Exposition Park within an urbanized area approximately two miles southwest of Downtown Los Angeles (see [Figure 1: Regional Map](#) and [Figure 2: Aerial of the Project Site](#)). The Project Site is generally bounded by South Figueroa Street to the west, West 38th Street to the north, and South Flower Drive and Interstate 110 (I-110) freeway to the east, and existing residential uses and an auto servicing center to the south.

Local access to the Project Site is provided by South Figueroa Street, and primary regional access is provided by the I-110 freeway located directly east of South Flower Drive and Interstate 10 (I-10) located 1.6 miles north of the Project Site. Public transportation in the vicinity of the project Site includes the Los Angeles County Metropolitan Transportation Authority (Metro) E rail line located 0.3 miles north of the Project Site on Exposition Boulevard, and multiple local and express bus lines including Metro lines 2, 81, and 550 which travel north/west along South Figueroa Street. The Los Angeles Department of Transportation (LADOT) also serves the Project Site with the DASH Southeast and King-East service routes.

1.2 Project Description

The Project would demolish eight existing multi-family residential buildings, and remove surface parking areas along Figueroa Street to develop a new seven-story, mixed-use building comprised of 209 residential units including 16 units for Low-Income households, 22 units for Very Low-Income households, and four units for Extremely Low-Income households and 2,705 square feet of ground level retail and restaurant uses (see [Figure 3: Conceptual Site Plan](#)).

The ground floor of the Project would include a main entry lobby for the residential uses and approximately 2,705 square feet of retail and restaurant uses along South Figueroa Street. A secondary residential lobby would be located along West 38th street adjacent to a small dog washroom available for residents. A large internal courtyard as well as an at-grade, wrapped parking garage with long-term bicycle parking inclusive of a small 100 square feet (sf) workspace for bicycle repairs and maintenance and various mechanical rooms would also be located on the ground floor. Residential units would also be located on the ground floor. The second through seventh floors of the building primarily contain residential units and amenities.

In addition to residential units, the second floor would also contain three internal open space courtyards with lounging and seating areas and a pool, as well as a fitness room, a club and game room, and a co-working space. The third floor through sixth floor would include a study room in addition to residential units. The seventh floor includes residential units as well as residential

amenities including a roof deck area which would include outdoor furniture, barbecue areas, and a game lawn.

The Project would include 40 vehicle spaces, consisting of 34 parking spaces for residents and six parking spaces for visitors. The Project would provide 36 EV Ready spaces (all of the residential spaces and 25 percent of commercial spaces would be EV Ready) and would be subject to the most updated version of the California Green Building Code at time of Project filing. The parking garage would be fully screened from view on all sides as it would be wrapped entirely with building floor area.

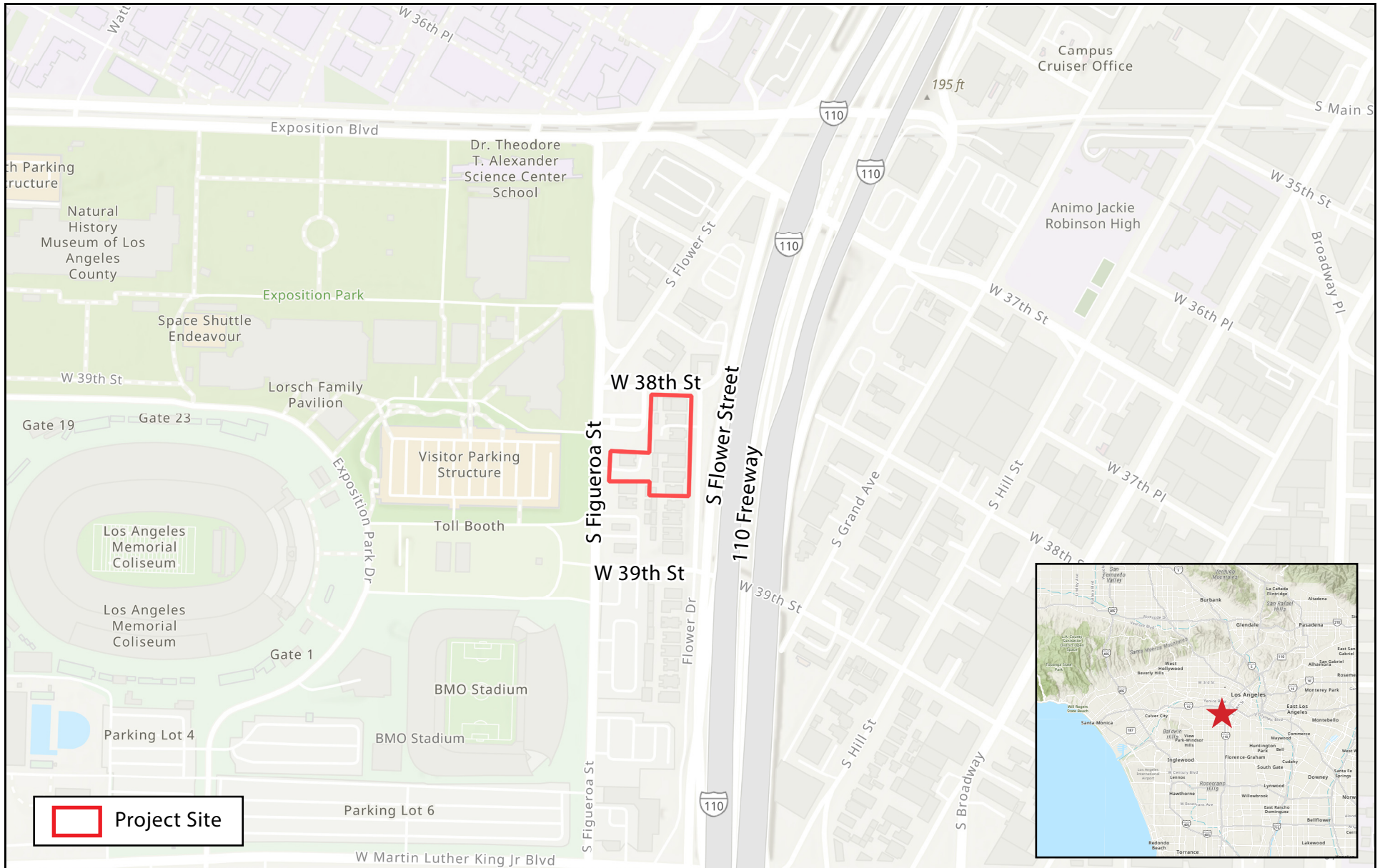
1.3 Open Space and Landscaping

Open space and landscaping would be provided in accordance with the City of Los Angeles Municipal Code (LAMC) Section 12.21G, inclusive of a Density Bonus open space reduction. The Project would incorporate accessible at-grade open space as well as indoor, outdoor, and private open space for Project residents and guests. The Project would provide 23,127 sf of open space that would include courtyards, pool, roof decks, recreation rooms, and private patios.

1.4 Project Design Features

The Project would include the following Project Design Feature (PDF), which includes the use of U.S. EPA Tier 4 Final-rated equipment.

AQ-PDF-1 Off-Road Diesel-Powered Construction Equipment. All off-road diesel-powered construction equipment greater than 90 horsepower would meet California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment will be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) will be provided to the City upon request.

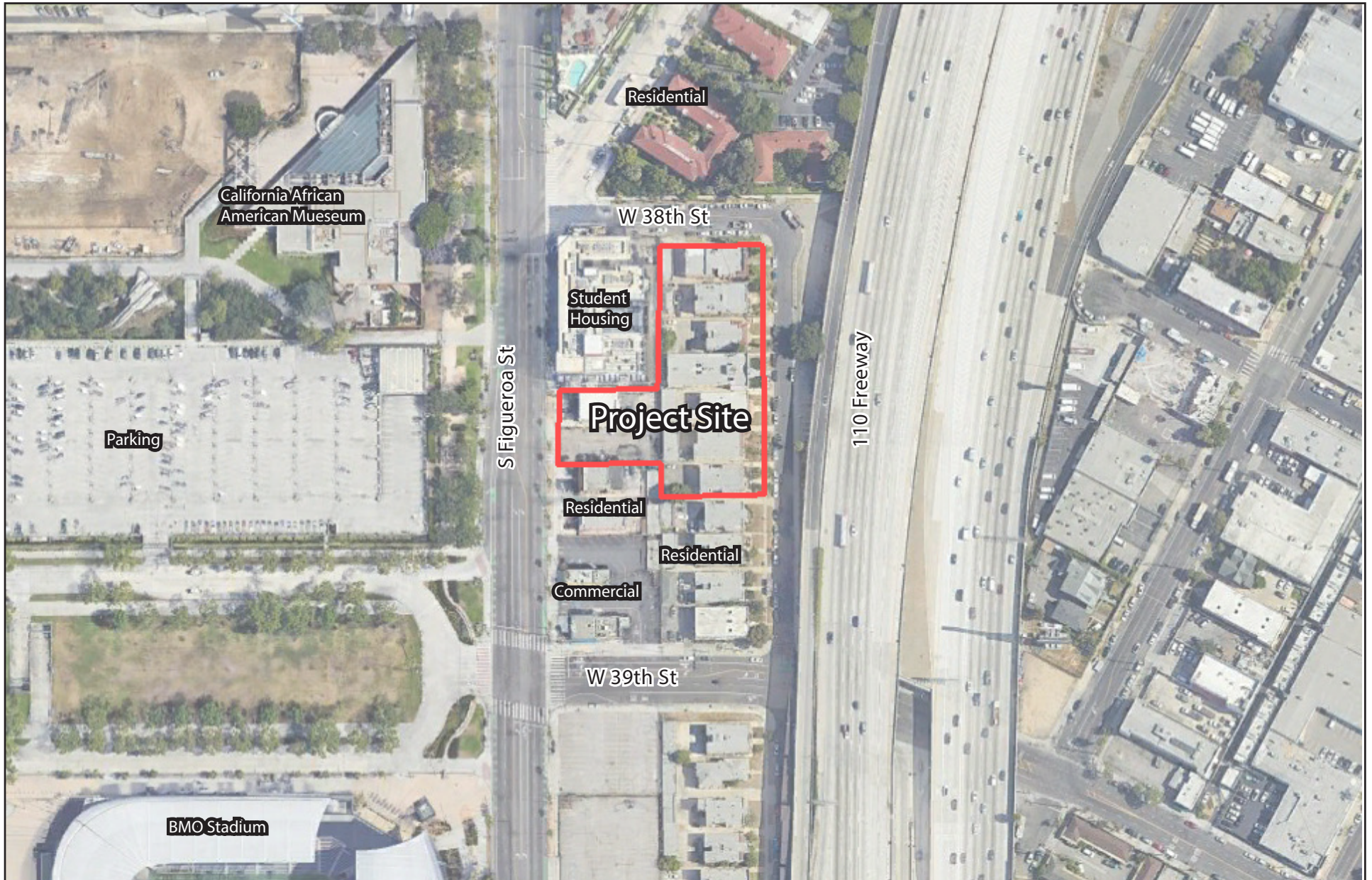


SOURCE: ESRI, 2025



FIGURE 1: Regional Map

3822 SOUTH FIGUEROA PROJECT



SOURCE: Nearmap, 2024



FIGURE 2: Aerial of Project Site

3822 SOUTH FIGUEROA PROJECT



FIGURE 3: Conceptual Site Plan

3822 SOUTH FIGUEROA PROJECT

2.0 ENVIRONMENTAL SETTING

2.1 Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, consistently since the late 19th century, more CO₂ has been emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere.¹

Table 1: Description of Greenhouse Gases describes the primary GHGs attributed to global climate change, including their physical properties.

¹ Intergovernmental Panel on Climate Change, Climate Change 2013: The Physical Science Basis, 2013. https://www.ipcc.ch/site/assets/uploads/2017/09/WG1AR5_Frontmatter_FINAL.pdf, accessed September 2024

Table 1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO ₂)	CO ₂ is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO ₂ is variable because it is readily exchanged in the atmosphere. CO ₂ is the most widely emitted GHG and is the reference gas (Global Warming Potential [GWP] of 1) for determining GWPs for other GHGs.
Nitrous Oxide (N ₂ O)	N ₂ O is largely attributable to agricultural practices and soil management. Primary human-related sources of N ₂ O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N ₂ O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. The GWP of N ₂ O is 298 times that of CO ₂ (1 ton of N ₂ O is 298 MTCO ₂ e).
Methane (CH ₄)	CH ₄ , a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH ₄ is about 12 years and the GWP is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year GWP of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. GWPs range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. GWPs for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF ₆)	SF ₆ is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The GWP of SF ₆ is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF ₃)	NF ₃ was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high GWP of 17,200.

Source: Compiled from U.S. EPA, *Overview of Greenhouse Gases*, (<https://www.epa.gov/ghgemissions/overview-greenhouse-gases>), 2018; U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, *Advancing the Science of Climate Change*, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.

3.0 REGULATORY SETTING

3.1 Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the Project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks (see Federal Vehicle Standards, below for further discussion of NHTSA rule-making).
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

On April 9, 2025, President Trump signed an executive order (EO) calling for the sunset of various environmental regulations. The order affects pieces of several keystone energy and environmental legislation, including the Energy Independence and Security Act of 2007.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions

from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In 2018, the President and the U.S. EPA stated their intent to halt various federal regulatory activities to reduce GHG emissions, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives.

On September 27, 2019, the U.S. EPA and the NHTSA published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019).) The Part One Rule revokes California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two which sets CO₂ emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021–2026. The current U.S. EPA administration has repealed SAFE Rule Part One, effective January 28, 2022, and is reconsidering Part Two.

As of April 1, 2022, the CAFE standards require an industry-wide fleet average of approximately 49 miles per gallon (mpg) for passenger cars and light trucks in model year 2026. The new CAFE

standards for model year 2024-2026 will reduce fuel use by more than 200 billion gallons through 2050, as compared to the old standards.²

On June 7, 2024, the NHTSA finalized their CAFE standards for MY 2030 to 2035. The final rule requires an industry-wide fuel average of approximately 50.4 mpg for passenger cars and light-duty trucks and an industry fleet-wide average for heavy-duty pickup trucks and vans of roughly 2.851 gallons per 100 miles.

In response to President Trump's "Unleashing American Energy" EO, published on January 20, 2025, the U.S. EPA announced its intention to reconsider regulations and actions that rely on the Endangerment Finding on March 12, 2025. This includes the CAFE standards. On June 6, 2025, the NHTSA published an interpretive rule that establishes the NHTSA's authority to revise the CAFE standards without consideration of EVs. Implementation of these standards remains uncertain.

Presidential Executive Orders 13990 and 14008

On January 20, 2021, President Biden issued Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis". Executive Order 13990 directs Federal agencies to immediately review and take action to address the promulgation of Federal regulations and other actions that conflict with these important national objectives and to immediately commence work to confront the climate crisis. Executive Order 13990 directs the Council on Environmental Quality (CEQ) to review CEQ's 2020 regulations implementing the procedural requirements of the National Environmental Policy Act (NEPA) and identify necessary changes or actions to meet the objectives of Executive Order 13990.

On January 27, 2021, President Biden signed Executive Order 14008, "Tackling the Climate Crisis at Home and Abroad," to declare the Administration's policy to move quickly to build resilience, both at home and abroad, against the impacts of climate change that are already manifested and will continue to intensify according to current trajectories. In line with these Executive Order directives, CEQ is reviewing the 2020 NEPA regulations and plans to publish a notice of proposed rulemaking (NPRM) to identify necessary revisions in order to comply with the law; meet the environmental, climate change, and environmental justice objectives of Executive Orders 13990 and 14008; ensure full and fair public involvement in the NEPA process; provide regulatory certainty to stakeholders; and promote better decision making consistent with NEPA's statutory requirements.

3.2 State of California

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e) in the world and produced 459 million

² National Highway Traffic Safety Administration, *USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026*, <https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026>, accessed September 2024

gross metric tons of CO₂e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

CARB Scoping Plan

Overview. CARB adopted the Scoping Plan to achieve AB 32 goals. The Scoping Plan and its updates establish an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").³ The Scoping Plan and its updates evaluate opportunities for sector-specific reductions, including the transportation sector, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program, which is discussed below.⁴ Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. The following includes an overview of key Scoping Plan elements, including the latest 2022 Scoping Plan.

Key Scoping Plan elements and its updates include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard

³ CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

⁴ The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

(amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).

- Creating targeted fees, including a public goods charge on water use, fees on gases with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The Mobile Source Strategy includes increasing zero emissions vehicle (ZEV) buses and trucks.

The following revisions to the CARB Scoping Plan are provided chronologically.

Updated BAU Estimates and Inventory Forecasts. In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 MMTCO₂e to 545 MMTCO₂e. The reduction in forecasted 2020 emissions means that the revised business-as-usual (BAU) reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 was adjusted to 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

2014 Scoping Plan Update. In 2014, CARB adopted the first major update to the Scoping Plan. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

Senate Bill 32. In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels and is discussed further below. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. Two major updates to the Scoping Plan have occurred since the passing of SB 32 and AB 197 and are discussed further below:

2017 CARB Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan.⁵ The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32; Executive Order B-30-15 is discussed further below. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support other Federal actions. Key elements from the 2017 Scoping Plan update include:

- The California Sustainable Freight Action Plan aims to have 25 percent improvement of freight system efficiency by 2030 through the deployment of over 100,000 freight vehicles and equipment capable of zero-emission operation and maximizing near-zero-emission freight vehicles and equipment powered by renewable energy.
- The Cleaner Technology and Fuels Scenario of CARB's ongoing Mobile Source Strategy includes GHG regulations for medium-duty trucks and heavy-duty trucks, periodic assessment, and promotion of cleaner fleet standards, and increasing ZEV across all vehicle classes, including rail vehicles, along with charging infrastructure.

2022 CARB Scoping Plan. On December 15, 2022, CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan).⁶ The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with California Environmental Quality Act Statute and Guidelines (CEQA Guidelines) §15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), since transportation constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place. The 2022 Scoping Plan also presents the following relevant strategies for transitioning the transportation sector:

- Transitioning vehicles to zero-emission technology by achieving 100 percent ZEV sales of light-duty vehicles (light trucks) by 2040.

⁵ California Air Resources Board, California's 2017 Climate Change Scoping Plan, 2017

⁶ California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, 2022

- Promote private investment in the transition to ZEV technology, bolstered by regulatory certainty such as infrastructure credits in the Low Carbon Fuel Standard for hydrogen and electricity and hydrogen station grants from the CEC's Clean Transportation Program.
- Evaluate and align relevant CARB policies such as Advanced Clean Trucks, Advanced Clean Fleets, Zero-Emissions Forklifts, In-use Locomotives, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard.^{7, 8}

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the State in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plans, such as infill development. Compact development in fill areas with efficient resident travel patterns have the greatest potential to reduce emissions while also reducing combined housing and transportation costs.⁹

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path to an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets

⁷ On January 13, 2025, CARB withdrew their requests for FCAA waivers from the U.S. EPA needed to support four recently adopted vehicle emissions regulations: (1) the ACF Regulations; (2) the In-Use Locomotive Regulations; (3) part of the Commercial Harbor Craft and OGVs At-Berth Regulations; and (4) part of the TRU Engine Standards Regulations. Therefore, implementation of these regulations is currently unknown.

⁸ The ACT regulation, which requires manufacturers to sell increasing percentages of ZEVs, was granted a separate waiver in 2023. On May 22, 2025, the U.S. Senate voted to revoke the waiver granted by the Biden administration for California's ACT rule (as well as the ACC II program and Heavy-Duty Omnibus regulation). On June 12, 2025, President Trump formally nullified the California's ACT rule and the ACC II program (Congressional Resolutions H.J. Res 87 and H.J. Res 88, respectively).

⁹ California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D – Local Actions, 2022

purchase available zero-emission trucks and place them in service where suitable to meet their needs.

The ACT regulation was granted a separate waiver in 2023 by the Biden administration. On May 22, 2025, the U.S. Senate voted to revoke the waiver granted by the Biden administration for California's ACT rule (as well as the ACC II program and Heavy-Duty Omnibus regulation). On June 12, 2025, President Trump formally nullified California's ACT rule and ACC II program (Congressional Resolutions H.J. Res 87 and H.J. Res 88, respectively). Implementation is currently unknown.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO₂e emissions and 75 percent fewer smog-forming emissions. In 2018, the EPA proposed the SAFE Vehicles Rule, which would roll back fuel economy standards and revoke California's waiver. However, in December 2021, the NHTSA repealed the SAFE Vehicle Rule Part One.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or

purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO₂ per megawatt-hour.

SB 1078, SB 107, and SBX1-2 (Renewable Electricity Standards)

SB 1078 (2002) required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. SBX1-2 (2011) codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 requires CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreases free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identified effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio requirement from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis Act)

AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to targets that, by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO₂ removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid)

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Carbon Sequestration Program)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions)

Signed on September 16, 2022, AB 1757 requires State agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's RPS to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO₂e (MMTCO₂e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its

climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new zero emission vehicles (ZEVs) “towards the target of 100 percent.” The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California’s energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The California Energy Commission (CEC) adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption across California. For example, the 2022

Title 24 standards will require efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen Code also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

3.3 Regional

South Coast Air Quality Management District Thresholds

The SCAQMD formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting #15) held in September 2010, SCAQMD proposed adopting a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency. With the tiered approach, a project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. SCAQMD adopted a threshold of 10,000 metric tons of CO₂e (MTCO₂e) per year for industrial projects. SCAQMD proposed a 3,000 MTCO₂e threshold for non-industrial projects, but it did not adopt the non-industrial threshold. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant GHG emissions impact.

Southern California Association of Governments

On April 4, 2024, SCAG's Regional Council adopted *Connect SoCal (2024 - 2050 Regional Transportation Plan/Sustainable Communities Strategy [2024 RTP/SCS])*. The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and

transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

3.4 Local

L.A.'s Green New Deal

The City addressed the issue of global climate change in *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan/ClimateLA) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities.

Subsequently on April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, which includes both short-term and long-term aspirations through the year 2035 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.¹⁰ Specific targets included the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by 5-percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn was intended to be updated every four years.

In April 2019, the Sustainable City pLAn was updated and renamed as *L.A.'s Green New Deal*, which consists of a program of actions designed to create sustainability-based performance targets through 2050 to advance economic, environmental, and equity objectives.¹¹ The Green New Deal augments, expands, and elaborates on the City's vision for a sustainable future and tackles the climate emergency with accelerated targets and new aggressive goals.

While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, "Climate Mitigation," or reduction of GHG is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025, 25 percent by 2035, and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square feet for all building types 22 percent by 2025, 34 percent by 2035, and 44 percent by 2050 (from a baseline of 68 thousand British thermal unit [mBTU] per square foot in 2015).
- All new buildings will be net zero carbon by 2030, and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025 and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025 and 75 percent by 2035.

¹⁰ City of Los Angeles, Sustainable City pLAn, April 2015.

¹¹ City of Los Angeles. L.A.'s Green New Deal, 2019.

- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025, 39 percent by 2035, and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025, 80 percent by 2035, and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025, 95 percent by 2035, and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 pounds of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025 and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within 0.5 mile of a park or open space is at least 65 percent by 2025, 75 percent by 2035, and 100 percent by 2050.

City of Los Angeles Green Building Code

Article 9 of Chapter IX of the Los Angeles Municipal Code (LAMC) is referred to as the “Los Angeles Green Building Code,” which incorporates by reference portions of the CALGreen Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings. The Los Angeles Green Building Code includes some requirements that are more stringent than State requirements, such as increased requirements for EV charging spaces and water efficiency, which result in potentially greater energy demand reductions from improved transportation fuel efficiency and water efficiency.

City of Los Angeles Solid Waste Programs and Ordinances

The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced as well as disposal energy averted. In 1989, California enacted AB 939, the California Integrated Waste Management Act, which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.

The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan, also referred to as the Zero Waste Plan, whose goal is to lead the City towards being a “zero

waste” City by 2030. In addition, the City adopted the Recovering Energy, Natural Resources, and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan in 2006, which aims to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources not going to disposal and achieving a diversion rate of 90 percent or more by 2025.¹² The City also approved the Waste Hauler Permit Program (Ordinance No. 181,519, LAMC Chapter VI, Article 6, Section 66.32-66.32.5), which requires private waste haulers to obtain AB 939 Compliance Permits to transport construction and demolition waste to City-certified construction and demolition waste processors. The City’s Exclusive Franchise System Ordinance (Ordinance No. 182,986), among other requirements, sets a maximum annual disposal level and diversion requirements for franchised waste haulers to promote waste diversion from landfills and support the City’s zero waste goals. These programs reduce the number of trips to haul solid waste and therefore reduce the amount of petroleum-based fuels and energy used to process solid waste.

City of Los Angeles General Plan

The City does not have a General Plan Element specific to climate change and GHG emissions, but several stated goals, objectives, or policies in the City’s General Plan Air Quality Element, Plan for Healthy LA, and Mobility Plan 2035 (Mobility Plan) encourage the reduction of GHG emissions. More specifically, the following five goals from the City’s General Plan Air Quality Element would also lead to GHG emissions reductions:¹³

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservative measures including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Housing Element (Housing Needs Assessment)

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City’s housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City’s housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City’s population and housing stock to identify housing needs for a variety of household types across the City. The

¹² City of Los Angeles, RENEW LA, Five-Year Milestone Report, 2011.

¹³ City of Los Angeles, *Air Quality Element*, June 1991, pages IV-1 to IV-4.

current RHNA goal for affordable housing within the City is approximately 40 percent of new construction. However, the City's projections show affordable housing comprising 20 percent of new construction, which falls short of the 40 percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

Mobility Plan 2035

In August 2015, the City Council adopted the Mobility Plan, which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the mobility plan since its initial adoption, including the most recent amendment on September 7, 2016. The Mobility Plan incorporates "complete street" principles and lays the policy foundation for how the City's residents interact with their street. Components of the Mobility Plan would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emissions tracking program to establish compliance with SB 375, AB 32, and the region's Sustainable Community Strategy.

Traffic Study Policies and Procedures

The City of Los Angeles Department of Transportation (LADOT) developed the City Transportation Assessment Guidelines (TAG) (July 2020) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation assessment. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and thus is an implementing mechanism of the City's strategy to reduce land use transportation related GHG emissions consistent with AB 32, SB 32, and SB 375.

4.0 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Thresholds and Significance Criteria

Addressing GHG emissions generation impacts under CEQA requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of the potential impact, which in turn provides the basis to assess and, if required to address significant impacts, to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment and to support that determination with substantial evidence in the record. Regardless of the manner in which an agency determines the significance of GHG emissions impacts in accordance with CEQA, the CEQA Guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.¹⁴

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally would have a significant effect on the environment if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Lead agencies quantify GHG emissions of projects and consider several factors when determining the significance of GHG emissions from a project: the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of GHG emissions. Section 15064.4 does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions and for individual projects, including to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)).

CNRA released a technical advisory on CEQA and climate change and provided some guidance on assessing the significance of GHG emissions, and stated that, "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment."

Furthermore, LUCI's technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative

¹⁴ 14 California Code of Regulations, Section 15064.4a

impact of a project.”¹⁵ Per CEQA Guidelines Section 15064(h)(3), a project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project.¹⁶ To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.¹⁷ Examples of such programs include “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions.”¹⁸

Thus, CEQA Guidelines Section 15064.4(b)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.

The City has not adopted a numeric threshold for the analysis of GHG impacts. As noted above, CEQA Guidelines Section 15064.4 allows the City to determine the threshold of significance that applies to the Project. Accordingly, the threshold of significance applied here is whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The 2022 Scoping Plan, SCAG’s 2024-2050 RTP/SCS, the City of Los Angeles’s Green New Deal, and the Los Angeles Green Building Code all apply to the Project and are all intended to reduce GHG emissions to meet the Statewide targets set forth in AB 32 and amended by SB 32.

The 2008 SCAQMD working group proposed a 3,000 MTCO₂e threshold of significance for new, non-industrial development. Though not formally adopted by SCAQMD, the numeric target is supported by expert opinion and the evidence in the record of the proceedings of the SCAQMD GHG CEQA Significance Threshold Working Group, and therefore provides a valid, objective basis upon which to assess the significance of the Project’s potential contribution of GHG emissions to global climate change.

4.2 Methodology

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to quantify GHGs resulting from a project and/or rely on a qualitative analysis. The amendments to CEQA Guidelines Section 15064.4 do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines

¹⁵ Governor’s Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review.

¹⁶ 14 CCR Section 15064(h)(3)

¹⁷ 14 CCR Section 15064(h)(3)

¹⁸ 14 CCR Section 15064(h)(3)

amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15064(h)(3)).

The City has not formally adopted a uniform numerical significance threshold for assessing impacts related to GHG emissions or a local climate action plan for reducing GHG emissions. Similarly, SCAQMD, Governor's Office of Land Use and Climate Innovation (LUCI) (formerly the Governor's Office of Planning and Research (OPR)), CARB, CAPCOA, nor has any other state or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the Project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment. Based on CEQA case law, when no guidance exists, the lead agency may look to and assess general compliance with comparable regulatory schemes.¹⁹

In evaluating climate change impacts, the LUCI recommends consideration of the project's consistency with the State's long-term climate goals or strategies to reduce GHG emissions.²⁰ The lead agency may also use modeling to estimate GHG emissions from a project.²¹ This allows a lead agency to quantify GHG emissions resulting from a project. Here, any quantification is for informational purposes, and is not used for a comparative analysis or as a threshold of significance.

In line with the CEQA Guidelines, this analysis quantifies the volume of GHGs the Project would emit using recommended air quality models. Namely, the Project's construction and operational GHG emissions are modeled using the California Emissions Estimator Model (CalEEMod) version 2022.1. CalEEMod is a Statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects, including mixed-use multifamily residential and commercial projects. Quantifying the Project's GHG emissions is consistent with the requirements of State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The Project's modeled GHG emissions are then compared to SCAQMD's proposed 3,000 MTCO₂e threshold of significance for new, non-industrial development to determine whether the Project's potential impacts are significant. The estimated emissions inventory is also used to assess if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions.

¹⁹ See *Protect Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal. App. 4th 1099, 1107 ["[A] lead agency's use of existing environmental standards in determining the significance of a project's environmental impacts is an effective means of promoting consistency in significance determinations and integrating CEQA environmental review activities with other environmental program planning and resolution.""] Lead agencies can, and often do, use regulatory agencies' performance standards. A project's compliance with these standards usually is presumed to provide an adequate level of protection for environmental resources. See, e.g., *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal. App. 4th 74, 99

²⁰ OPR, Proposed Updates to the CEQA Guidelines – Final (Nov. 2017)

²¹ CEQA Guidelines Section 15064.4

Consistency with Plans

LUCI encourages lead agencies to analyze and make use of programmatic mitigation plans and programs when conducting individual project consistency analyses. On a statewide level, the Climate Change Scoping Plan provides measures to achieve AB 32 and SB 32 targets. On a regional level, SCAG's RTP/SCS contains measures to achieve VMT and GHG reductions required under SB 375. The City does not have a programmatic mitigation plan to rely on, such as a Greenhouse Gas Emissions Reduction Plan as recommended in the relevant amendments to the CEQA Guidelines. The City's Green New Deal is not an adopted plan or directly applicable to private development projects. However, the City's Green New Deal, a mayoral initiative, includes short-term and long-term aspirations pertaining to climate change. This analysis addresses consistency with these strategies and goals, as well. If the Project is designed in accordance with these policies and regulations, the Project would result in a less than significant impact, because it would be consistent with the overarching State regulations on GHG reduction (e.g., AB 32, SB 32, SB 375).

A consistency analysis is provided below and describes the Project's compliance with, or exceedance of, performance-based standards included in the regulations outlined in the applicable portions of AB 32's *2022 Climate Change Scoping Plan*, SCAG's 2024-2050 RTP/SCS, and the City's Green New Deal. Additional consistency analysis with the Los Angeles Green Building Code is also provided.

Project GHG Emissions

Global climate change is, by definition, a cumulative impact caused and otherwise exacerbated by global GHG emissions. Therefore, there can be no meaningful project-level analysis of GHG-emissions impacts. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO₂/year to nearly 49 Gt of CO₂/year.²² As also noted above, GHGs tend to evenly mix throughout the earth's atmosphere. As a result, the geographic extent of climate change and the assessment of GHG emissions' cumulative impacts is worldwide.

- The Project would result in direct emissions of criteria pollutants generated by the following emissions sources:
 - o Construction: emissions associated with demolition of existing uses, excavation, grading, and construction-related equipment and vehicular activity;
 - o Area source: emissions associated with consumer products, architectural coatings, and landscape equipment;
 - o Energy source (building operations): emissions associated with space heating and cooling, and water heating; and
 - o Mobile source: emissions associated with vehicles accessing the Project Site.

²² Intergovernmental Panel on Climate Change, Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, 2014.

This analysis considers construction and operational impacts associated with the Project. Emissions were modeled using the California Emissions Estimator Model (CalEEMod) version 2022.1. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects, including multifamily development. CalEEMod was developed in collaboration with the air districts of California, who provided data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) to account for local requirements and conditions. GHG impacts for the Project were assessed utilizing CalEEMod in accordance with the methodologies recommended by CARB and the SCAQMD.

The Project's modeled GHG emissions are compared to SCAQMD's proposed 3,000 MTCO₂e threshold of significance for new, non-industrial development as another line of evidence to assess the potential significance of the Project's GHG emission impacts. The estimated emissions inventory is also used to assess if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions.

Construction Emissions

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate GHG emissions. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod. The input values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the construction phasing assumptions used in the analysis to generate GHG emissions values for each construction activity. Please refer to CalEEMod construction output files (Appendix A) for a complete listing of construction details modeled. CalEEMod default values were used for equipment and vehicle emission factors, equipment load factors, and vehicle trip lengths.

In accordance with SCAQMD's guidance, GHG emissions from construction were amortized (i.e., averaged annually) over the lifetime of the Project.²³ As impacts from construction activities are short-term, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.²⁴ Thus, total construction GHG emissions were divided by 30 to determine an estimate of annual construction emissions comparable to operational emissions.

Off-Road Equipment

The emissions calculations associated with construction equipment are from off-road equipment engine use based on the equipment list and phase length. Since the majority of the off-road construction equipment used for construction projects are diesel fueled, CalEEMod conservatively

²³ SCAQMD, Interim CEQA Greenhouse Gas (GHG) Significance Threshold, 2008

²⁴ SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, 2008.

assumes all of the equipment operates on diesel fuel. Construction equipment emissions vary with engine model years in which newer equipment will emit fewer pollutants. As a further conservative assumption, the CalEEMod model uses an emission rate for equipment which represents an average model year for available equipment within the Air Basin. CalEEMod calculates the exhaust emissions based on CARB OFFROAD methodology using the equation presented below:

$$\text{Emissions Diesel [lbs]} = (\sum_i (EF_i \times \text{Pop}_i \times \text{AvgHP}_i \times \text{Load}_i \times \text{Activity}_i)$$

Where: EF_i = Emission Factor from OFFROAD (lbs/hr)
 Pop_i = Population (quantity of same equipment)
 AvgHP_i = Maximum rated average horsepower (hp)
 Load_i = Load Factor (dimensionless)
 Activity_i = Hours of operation (hours)
 i = Summation index

On-Road Vehicles

Construction generates on-road vehicle exhaust, evaporative, and dust emissions from personal vehicles for worker commuting, vendor deliveries, and trucks for soil and material hauling. These emissions are based on the number of trips and VMT along with emission factors from EMFAC. The emissions from mobile sources were calculated with the trip rates, trip lengths, and emission factors for running from EMFAC as follows:

$$\text{Emissions pollutant (lbs)} = \text{VMT} \times \text{EF running, pollutant}$$

Where: VMT = vehicle miles traveled (miles)
 $\text{EF running, pollutant}$ = emission factor for running emissions (lbs/VMT)

Evaporative emissions, starting, and idling emissions in CalEEMod were calculated by multiplying the number of trips times the respective emission factor.

Architectural Coatings

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings. CalEEMod calculates the VOC evaporative emissions from application of residential and non-residential surface coatings using the following equation:

$$\text{Emissions Architectural Coatings (lbs)} = EF_{AC} \times F \times A_{\text{paint}}$$

Where: EF_{AC} = Emission Factor (lb/sf)
 A_{paint} = Building Surface Area (sf)

The CalEEMod model assumes the total surface for painting equals 2.7 times the floor square footage for residential and 2 times that for nonresidential square footage.

F = fraction of surface area [%]

The default values based on SCAQMD methods used in their coating rules are 75 percent for the interior surfaces and 25 percent for the exterior shell. Parking areas are based on 6-percent coverage.

The emission factor (EF) is based on the VOC content of the surface coatings and is calculated using the equation below:

$$EF_{AC} = C_{VOC}/454(g/lb) \times 3.785 (L/gal)/180*sf$$

Where: EF = emission factor (lb/sf)
C = VOC content (g/L or gram per liter)

The emission factors for coating categories were calculated using the equation above based on default VOC content provided by the air districts or CARB's statewide limits in CalEEMod. Architectural coating VOC emission factors are also consistent with SCAQMD Rule 1113.

Paving

CalEEMod estimates VOC off-gassing emissions associated with asphalt paving of parking lots using the following equation:

$$\text{Emissions}_{AP} (lb) = EF_{AP} \times A_{\text{parking}}$$

Where: EF = emission factor (lb/acre)
A = area of the parking lot (acre)

Operational Emissions

Similar to construction, SCAQMD-recommends CalEEMod be used to calculate potential direct and indirect GHG emissions generated by new land uses on the Project Site, including area sources, electricity, mobile sources, solid waste generation and disposal, and water usage/wastewater generation. CalEEMod default values for generation/usage rates, GHG emission factors, and GWP values were used in the evaluation of operational GHG emissions from the Project.

Mobile Emissions

Mobile-source emissions were calculated using the CalEEMod emissions inventory model. CalEEMod calculates the emissions associated with on-road mobile sources associated with employees and visitor vehicles visiting the Project based on the number of daily trips generated and vehicle miles traveled (VMT). The Project vehicle trip generation was obtained from the 3822 *Figueroa Transportation Assessment* (Kimley-Horn, March 2025). According to trip generation estimates, the Project would generate 975 total daily vehicle trips (without accounting for existing trips to be removed). The trip generation was entered into CalEEMod. Mobile source emissions were generally calculated in CalEEMod as follows:

$$\text{Mobile Emissions [lbs]} = (\sum_i (\text{Units} \times \text{ADT} \times D_{\text{TRIP}} \times EF_i))$$

Where: Units = Number of vehicles (same vehicle model year and class)
ADT = Average daily trip rate [trips/day]
 D_{TRIP} = Trip distance [miles/trip]
EF = Pollutant emission factor [pounds per mile]
i = Summation index

Note: For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sf.

The Project vehicle trip generation was obtained from the trip generation figures generated for the Project's transportation analysis (Kimley-Horn, March 2025). To calculate peak daily trip estimates, the Los Angeles Department of Transportation (LADOT) VMT Calculator was used. The VMT Calculator was developed by the City and LADOT to comply with SB 743, which requires lead

agencies to adopt VMT criteria to determine transportation related impacts. The LADOT-derived VMT values account for the daily and seasonal variations in trip frequency and length associated with new employee and visitor trips to and from the Project Site and other activities that generate a vehicle trip. In addition to VMT, the number of vehicle trips generated by the Project was also accounted for in the GHG emissions calculations.

Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model, which includes consumer products, architectural coatings, and landscape maintenance equipment. Pollutant emissions generated by the Project were calculated using the CalEEMod defaults, based upon the land uses that will be included in each project.

Consumer products are chemically formulated products used by household and institutional consumers, including, but not limited to, detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products; but does not include other paint products, furniture coatings, or architectural coatings. SCAQMD performed an evaluation of consumer product use compared to the total square footage of buildings using data from CARB's consumer product Emission Inventory. To calculate the VOC emissions from consumer product use, the following equation was used in CalEEMod:

$$\text{Emissions Consumer Products (lbs)} = EF_{CP} \times \text{Building Area}$$

Where:

EF_{CP} = Pounds of VOC building square foot

The factor is 1.98×10^{-5} lbs/sf for SCAQMD areas.

Building Area = the total square footage of building including residential square footage

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers. The operational emission methodology from architectural coating is the same as the construction methodology discussed above. All types of buildings are assumed to be repainted at a rate of 10 percent of area per year. This is based on the assumption used by SCAQMD.

The combustion of fossil fuels to operate landscape equipment such as lawnmowers and trimmers, results in pollutant emissions. The emissions occur on-site and are considered a direct source of pollutant emissions. The emissions for landscaping equipment are based on the size of the land uses and the pollutant emission factors for fuel combustion. Pollutant emissions from landscaping equipment are generally calculated in CalEEMod as follows:

$$\text{Landscaping Equipment Emissions [lbs]} = (\sum_i (\text{Units} \times EF_{LE} \times A_{LE}))_i$$

Where:

Units	=	Number of land use units (same land use types) [1,000 sf]
EF_{LE}	=	Emission factor [grams (g)/1,000 sf/day]
A_{LE}	=	Landscaping equipment operating days per year (days/yr)
i	=	Summation index

Note: For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sf.

Energy Emissions

Combustion of fossil fuel emits GHGs directly into the atmosphere. Pollutant emissions are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant, and this is an indirect source of emissions associated with electricity use in a building.

Energy demand emissions for the Project were calculated using the CalEEMod emissions inventory model, accounting for energy needed to provide lighting, heating, and cooling and energy consumed by sources such as plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 Building Energy Efficiency Standards (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

Because power plants are existing stationary sources permitted by air districts and/or the USEPA, criteria pollutant emissions associated with the operation of the power plants themselves, are not attributed to individual buildings or electricity users. Additionally, criteria pollutant emissions from power plants are subject to local, state, and federal control measures, which can be considered to be the maximum feasible level of mitigation for stack emissions. In contrast, GHG emissions from power plants are not subject to stationary source permitting requirements to the same degree as criteria pollutants. As such, GHGs emitted by power plants are more appropriately indirectly attributed to individual buildings and electricity users, who have the greatest ability to decrease usage by applying mitigation measures to individual electricity “end uses”. CalEEMod therefore calculates GHG emissions (but not criteria pollutant emissions) from regional power plants associated with building energy use.

Emissions associated with electricity demand are based on the size of the proposed land use and the electrical demand factors for the land uses, the emission factors for the electricity utility provider, and the global warming potential values for the GHGs emitted. Annual electricity GHG emissions in units of MTCO₂e are calculated as follows:

$$\text{Annual Emissions [MTCO}_2\text{e]} = (\sum_i (\text{Units} \times D_E \times E_{FE} \times \text{GWP})) / 2,204.62$$

Where:	Units	=	Number of land use units (same and use type) [1,000 sf]
	D _E	=	Electrical demand factor [megawatt-hour (MWh)/1,000 sf/yr]
	E _{FE}	=	GHG emission factor [pounds per megawatt-hour (MWh)]
	GWP	=	Global warming potential [CO ₂ = 1, CH ₄ = 21, N ₂ O = 310]
	2,204.62	=	Conversion factor [pounds/MT]
	i	=	Summation index

Note: For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sf.

Natural Gas

The residential component of the Project would be all-electric and would not require the use of natural gas. The direct source emissions associated with natural gas combustion are based on the size of the land uses and the natural gas combustion factors for the land uses in units of million British thermal units (MMBtu).

5.0 IMPACT ANALYSIS

5.1 Greenhouse Gas Emissions

Threshold 5.1 Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?

Construction

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in [Table 2: Construction-Related Greenhouse Gas Emissions](#).

Table 2: Construction-Related Greenhouse Gas Emissions	
Category	MTCO ₂ e
Construction Year 1 (2027)	468
Construction Year 2 (2028)	561
Construction Year 3 (2029)	590
Total Construction Emissions	1,619
30-Year Amortized Annual Construction	54
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.	

As shown in [Table 2](#), the Project would result in the generation of approximately 1,619 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions in order to determine the Project's annual GHG emissions inventory.²⁵ The amortized Project construction emissions would be 54 MTCO₂e per year. A complete listing of the construction equipment by on-site and off-site activities, durations, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in Appendix A. Once construction is complete, the generation of these GHG emissions would cease.

Operational

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas as part of onsite commercial uses, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, solid waste generation, and the energy required to convey water to, and wastewater from, the Project. Total GHG emissions associated with the Project are summarized in [Table 3: Operational Project Greenhouse Gas Emissions](#).

²⁵ The amortization period of 30-years is based on the standard assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

Table 3: Operational Project Greenhouse Gas Emissions	
Emissions Source	MTCO ₂ e per Year
Construction Amortized Over 30 Years	54
Area Source	22
Energy	291
Mobile	910
Waste	60
Water and Wastewater	31
Refrigerants	1
Total Project Emissions	1,369
<i>Threshold (SCAQMD)</i>	<i>3,000</i>
Exceeds Threshold?	<i>No</i>
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.	

Below is a description of the primary sources of operational emissions:

- **Area Sources.** Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. Landscaping is anticipated to occur throughout the Project site. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. Refer to Appendix A for the supporting calculations that reflect the emission reduction measures.
- **Energy Consumption.** Energy consumption consists of emissions from Project consumption of electricity and natural gas.
- **Mobile Sources.** Mobiles sources from the Project were calculated with CalEEMod based on the trip generation from the *3822 Figueroa Transportation Assessment* (Traffic Study), prepared by Kimley-Horn (March 2025). According to the Traffic Study, the Project would generate 975 total daily vehicle trips.
- **Solid Waste.** Solid waste releases GHG emissions in the form of methane when these materials decompose.
- **Water and Wastewater.** GHG emissions from water demand would occur from electricity consumption associated with water conveyance and treatment.
- **Refrigerants.** Air conditioning and refrigerator equipment typically generate GHG emissions.

Table 3: Operational Project Greenhouse Gas Emissions

Table 3 shows that the Project's unmitigated emissions would be approximately 1,369 MTCO₂e annually from operations with amortized construction. Project-related GHG emissions would not exceed SCAQMD's Interim 3,000 MTCO₂e per year threshold. Therefore, Project-related GHG emissions would be less than significant.

Conclusion

As set forth above, the Project would generate GHG emissions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. Moreover, as discussed above, the Project would not conflict with the Climate Change Scoping Plan, the 2024-2050 RTP/SCS, the City's Green New Deal, or the Los Angeles Green Building Code. The Project's evaluation of consistency with the above plans is the primary basis for determining the significance of the Project's GHG-related impacts on the environment. Accordingly, as shown above, since the Project would not conflict with applicable plans, regulations or goals, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. In addition, the Project's GHG emissions are less than half the 3,000 MTCO₂e per year threshold proposed by SCAQMD, totaling 1,369 MTCO₂e annually. Thus, as the Project would not conflict with relevant plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs, impacts related to GHG emissions would be less than significant.

Mitigation Measures: Project-level impacts related to GHG emissions would be less than significant. Therefore, no mitigation measures are required.

Level of Significance: Project-level impacts related to GHG emissions were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.2 Greenhouse Gas Reduction Plan Compliance

Threshold 5.2 Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?

As mentioned above, in the absence of any adopted quantitative threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted for the purpose of reducing the emissions of GHGs.

As described above, compliance with a qualifying GHG emissions reduction plan would render a project's GHG emission impacts less-than-significant. The analyses below demonstrate that the Project would not conflict with the applicable GHG emission reduction plans and policies, including CARB's Climate Change Scoping Plan, the 2024-2050 RTP/SCS, the City's Green New Deal, and the Los Angeles Green Building Code. The Project would thus not conflict with the applicable GHG reduction plans and policies.

Consistency with the 2022 CARB Scoping Plan

Appendix D, Local Actions, of the 2022 Scoping Plan includes “recommendations intended to build momentum for local government actions that align with the State’s climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA).” (Page 4 of Appendix D.)

The State recognizes that almost 50 percent of jurisdictions do not have an adopted CAP. Jurisdictions that wish to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State’s climate goals in the absence of a CEQA-qualified CAP are advised to look to the three priority areas when developing local climate plans, measures, policies, and actions: (transportation electrification, VMT reduction, and building decarbonization).

The State also recognizes in *Appendix D, Local Actions*, of the 2022 Scoping Plan that each community or local area has distinctive situations and local jurisdictions must balance the urgent need for housing²⁶ while demonstrating that a Project is in alignment with the State’s Climate Goals. The State calls for the climate crisis and the housing crisis to be confronted simultaneously. As noted above, jurisdictions are urged to avoid creating infeasible targets as a basis to determine significance. Ultimately, targets that make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State’s climate goals, like infill development, low-income housing or solar arrays, are not consistent with the State’s goals. The State also recognizes the lead agencies’ discretion to develop evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

To assist local jurisdictions, the CARB 2022 Scoping Plan presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).²⁷ A detailed assessment of goals, plans, and policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the 2022 Scoping Plan (Actions for the Scoping Plan Scenario).

Transportation Electrification. The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan). The 2022 Scoping Plan creates the following relevant policy goal:²⁸

- Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).

²⁶ The State recognizes the need for 2.5 million housing units over the next eight years, with one million being affordable units. See page 20, Appendix D, 2022 Scoping Plan Update, November 2022.

²⁷ Table 1 of Appendix D, 2022 Scoping Plan Update, November 2022.

²⁸ Ibid.

The State has adopted AB 1236 and AB 970, which require cities to adopt streamlined permitting procedures for EVCS. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future EVSE. This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The 2022 CALGreen Code was updated on July 1, 2024 to require 40 percent of new parking spaces as EV capable for residential uses. City code also requires new construction to install EVSE at 10 percent of total residential parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers. The Project would comply with the current standards at the time of building permit issuance.

The City's goals of installing EV chargers throughout the City, including siting EV charging spaces and EV-capable spaces that exceed state standards, would be consistent with the Scoping Plan goals of transitioning to EVs. The Project would include 40 vehicle spaces, consisting of 34 parking spaces for residents and six parking spaces for visitors. The Project would provide 36 EV Ready spaces (all of the residential spaces and 25 percent of commercial spaces would be EV Ready) and would be subject to the most updated version of the California Green Building Code at time of Project filing. Therefore, the Project would provide EV charging infrastructure that would support the 2022 Scoping Plan's focus on zero-emission transportation.

VMT Reduction. The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and support the 2022 Scoping Plan goal of reducing VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045. The 2022 Scoping Plan sets out the following relevant strategies to reduce VMT:²⁹

- Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.

Pursuant to SB 375, CARB has set regional targets to achieve GHG emissions reductions, primarily through promoting changed land use patterns and improved transportation system and transit options. The 2035 target for the SCAG region is a 19 percent reduction in per capita vehicle GHG emissions relative to 2005 levels. SB 375 requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the RTP/SCS (2024-2050 RTP/SCS), discussed further below. The 2024-2050 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.

On the local level, the City's Mobility Plan 2035 contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan

²⁹ Ibid.

programs and California statute AB 2097 reduces or eliminates parking requirements for certain types of developments near transit (within half a mile). Mobility Plan 2035 established a “Complete Streets” planning framework that resulted in the City of Los Angeles Complete Streets Design Guide in 2015, consistent with California’s Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted by the City in 2020. The Complete Streets Design Guide also provides reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses. These programs and services would be available to and facilitated by the Project.

Per AB 2345 and AB 1763 (density bonus for affordable housing), the Project is not required to provide more than 0.5 parking spaces per dwelling unit. AB 2097 prohibits public agencies from imposing minimum parking requirements on development projects within a half-mile of major transit stops, such as the Project Site, enabling parking for such sites to be driven solely by market demand. In line with the regulations and strategies that call for reduced parking and facilitating electric vehicles and alternative forms of transportation under state law and Complete Streets, the proposed Project would provide 40 vehicle parking spaces including 34 residential and six commercial spaces. The Project would provide 0.16 spaces per dwelling unit. The Project would also provide 128 residential long-term bicycle spaces, 14 short-term residential bicycle spaces, two commercial long-term bicycle spaces, and two short-term bicycle spaces for a total of 146 bicycle parking spaces. The Project would provide 36 EV Ready spaces (all of the residential spaces and 25 percent of commercial spaces would be EV Ready) and would be subject to the most updated version of the California Green Building Code at time of Project filing. Therefore, the Project would be consistent with, and not conflict with, the implementation of parking reduction and Complete Streets policies.

The Project Site is an infill development within a densely populated urban area located within walking and biking distance to existing commercial, institutional, and neighborhood-serving retail uses and transit. The Project would increase student housing on a site located close to the campus and service uses. The Project Site is approximately 0.4 miles from the Expo Park and USC Metro rail stations which serve the Metro E Line and provides service to Santa Monica and Downtown Los Angeles. Metro also operates multiple local and express bus lines and stops within a 0.5-mile radius that serve the Project Site, including the 2, 81, and 550 Lines. The Los Angeles Department of Transportation (LADOT) also serves the Project Site with the DASH Southeast – Clockwise and Counterclockwise service routes, with a stop located approximately 400 feet south of the Project Site along South Figueroa Street. The Project’s focus on locating its growth near the heavily urbanized area and near mobility options demonstrates that the Project would contribute to reducing GHG emissions from the transportation sector in line with state and local GHG reduction strategies and goals. The Project would also meet the state and City’s strict efficiency standards, complying with sustainable practices included in the Title 24 standards, CALGreen Code, and City ordinances such as those requiring increased installation of EV charging stalls and stations, bike parking and storage, and low-flow fixtures.

Building Decarbonization. Building decarbonization refers to emissions reduction strategies including maximizing energy efficiency, use of low- and zero-carbon electricity, demand flexibility, energy storage, use of very low- or no-GWP refrigerants, and eliminating fuel combustion by

electrifying appliances and equipment.³⁰ SB 100 strengthened the State's RPS by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan). The Scoping Plan sets out the following relevant strategies to related building decarbonization:³¹

- Adopt all-electric new construction reach codes for residential and commercial uses.

California has committed to achieving a goal of 100 percent sustainable and carbon-free energy by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. California's transition away from fossil fuel-based energy sources will bring the Project's GHG emissions associated with building energy use down to zero as the state and local service provider, LADWP electric supply becomes 100 percent sustainable and free of GHG emissions. LADWP has committed to achieve the 80 percent RPS by 2030 and to meet 100 percent carbon-free power by the year 2045.³² The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

The Project's residential component, which is the majority of the Project, would be an all-electric development that would not directly consume natural gas and would thereby support the goal of phasing out fossil fuels. Therefore, the Project would be consistent and not conflict with the LAMC.

Overall, the Project would not conflict with the GHG reduction-related actions and strategies contained in the 2022 Scoping Plan. As such, impacts related to consistency with the 2022 Scoping Plan would be less than significant.

SCAG RTP/SCS Consistency

On April 4, 2024, SCAG's Regional Council adopted *Connect SoCal (2024 - 2050 Regional Transportation Plan/Sustainable Communities Strategy [2024 RTP/SCS])*. Under Senate Bill (SB) 375, SCAG's 2024 RTP/SCS establishes GHG emissions goals to reduce GHG emissions in the region by eight percent from 2005 levels by 2020 and 19 percent below 2005 levels by 2035.³³ SCAG's 2024 RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32

³⁰ California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Appendix F – Building Decarbonization, 2022

³¹ Table 1 of Appendix D, 2022 Scoping Plan Update, November 2022.

³² Los Angeles Department of Water & Power, LA100 Achieving 100% Renewable Energy in Los Angeles: Roadmap Towards 100% Carbon Free by 2035, 2024

³³ Southern California Association of Governments, *Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy)*, 2024

and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

SCAG plays a critical role in project selection, programming, and administration of federal funds available to the region. The 2024 RTP/SCS invests \$751.7 billion in the transportation system, primarily in operations and maintenance, to ensure the continued performance of the entire current transportation network. Implementation of the 2024-2050 RTP/SCS would add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network. Strategic investments in infrastructure and transportation would improve access to employment centers and stimulate regional economic growth and opportunity in historically underserved areas. Connect SoCal is an important planning document for the region, allowing public agencies to implement transportation projects in a coordinated manner while qualifying for federal and state funding. Connect SoCal also supports local jurisdictions in making informed land use planning and housing development decisions that promote the key goals of the plan to reduce VMT and GHG emissions.

The 2024 RTP/SCS accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness of the existing transportation system. The 2024 RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals, Federal Clean Air Act (FCAA) air quality requirements, increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources. The majority of GHG emissions associated with new development consists of mobile sources, and therefore an analysis of the Project's compatibility with the 2024 RTP/SCS is an appropriate indicator of whether the project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the relevant goals of the 2024 RTP/SCS is analyzed in detail in [Table 4: 2024 Regional Transportation Plan/Sustainable Communities Strategy Consistency](#).

Table 4: 2024 Regional Transportation Plan/Sustainable Communities Strategy Consistency	
SCAG Goals	Compliance
2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY ¹	
<i>Mobility: Build and maintain an integrated multimodal transportation network.</i>	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	N/A. This is not a project-specific policy and is therefore not applicable.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	No Conflict. While this is not a project-specific policy, the Project would not conflict with this goal. The Project is located in a highly urbanized and walkable setting surrounded by residential, commercial, educational and entertainment uses with access to public transit and bicycle infrastructure. Additionally, the Project is located near existing transit routes, including the Los Angeles County Metropolitan Transportation Authority (Metro) E line located 0.3 miles northwest of the Project Site. Metro has multiple routes with stops that travel along the Project Site frontages, including the 2, 81, and 550 lines which travel north/west along South Figueroa Street. LADOT also serves the Project Site with the DASH Southeast and King-East service routes. Therefore, the

Table 4: 2024 Regional Transportation Plan/Sustainable Communities Strategy Consistency	
SCAG Goals	Compliance
	Project would not conflict with this goal.
Support planning for people of all ages, abilities, and backgrounds.	N/A. This is not a project-specific policy and is therefore not applicable.
<i>Communities: Develop, connect, and sustain communities that are livable and thriving</i>	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.	No Conflict. The Project proposes a new mixed-use building comprised of 209 dwelling units (including 16 units for Low-Income households, 22 units for Very Low-Income households, and four units for Extremely Low-Income households and 2,705 square feet of ground level retail and restaurant uses. The Project is located in a highly urban setting surrounded by residential, commercial, educational and entertainment uses. Additionally, the Project is located near existing transit routes, including the Metro Expo line located 0.3-mile northwest of the Project Site. LA Metro has multiple routes with stops that travel along the Project Site frontages, including the 2, 81, and 550 lines which travel north/west along South Figueroa Street. The LADOT also serves the Project Site with the DASH Southeast and King-East service routes. Therefore, the Project would not conflict with this goal.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.	No Conflict. The Project proposes the development of 209 apartment units which would include 42 units of affordable housing, providing new housing opportunities within the City for a variety of income levels. Of the 209 units, 16 units would be designated for Low-Income households, 22 units for Very Low-Income households, and four units for Extremely Low-Income households. Therefore, the Project would not conflict with this goal.
<i>Environment: Create a healthy region for the people of today and tomorrow</i>	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	No Conflict. As discussed in the Project's Air Quality Assessment, the Project would not exceed SCAQMD's regional or localized thresholds. As confirmed by the California Supreme Court in the <i>Friant Ranch</i> decision ² , projects that do not exceed the SCAQMD's regional criteria pollutant and localized significance thresholds (LSTs) would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts. The Project would provide new housing on an infill site in a dense and highly urbanized area near transit, services, educational institutions and services, reducing vehicle miles traveled. In addition, the Project would comply with all applicable efficiency requirements and provide EV chargers for the residential and commercial components. The Project is located approximately 10.4 miles inland and would therefore not be subject to risks associated with sea level rise. The Project would also provide central air conditioning in all units and commercial spaces to offer relief from increased exterior surface temperatures. The Project thus promotes GHG-reduction strategies and is well suited to maintaining resiliency against the effects of climate change and associated health impacts. Therefore, the Project would not conflict with this goal.
Integrate the region's development pattern and transportation network to improve air quality, reduce	No Conflict. While the Project is not a transportation improvement Project, location of the Project within a highly

Table 4: 2024 Regional Transportation Plan/Sustainable Communities Strategy Consistency	
SCAG Goals	Compliance
greenhouse gas emissions and enable more sustainable use of energy and water.	developed area would reduce trip lengths, which would reduce GHG and air quality emissions. Therefore, the Project would not conflict with this goal.
Conserve the region's resources.	No Conflict. The proposed Project is located on an infill site that is not designated for agricultural uses, natural resources, or conservation. Project development would not result in a loss of the region's resources. Therefore, the Project would not conflict with this goal.
<i>Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region</i>	
Improve access to jobs and educational resources.	No Conflict. The Project would provide new housing near transit and educational institutions, reducing travel distances for residents. Additionally, the Project includes commercial uses, providing new employment opportunities. It is also situated on a main commercial thoroughfare in an area surrounded by a wide variety of commercial uses providing jobs, in addition to being connected to other employment centers and uses through its close proximity to transit including light rail. Therefore, the Project would not conflict with this goal.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	N/A. The Project consists of housing and commercial uses. Therefore, this goal is not applicable.
N/A = Not Applicable Source: 1. Southern California Association of Governments, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), 2024. 2. Sierra Club v. County of Fresno (Dec. 24, 2018) 6 Cal.5th 502.	

Consistency with Integrated Growth Forecast

The RTP/SCS provides socioeconomic forecast projections of regional population growth. The forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review.

Growth forecasts prepared by SCAG contained in the 2024-2050 RTP/SCS indicate that the number of households within the City will increase from 1,398,600 in 2019 to 1,828,200 in 2050, an increase of 429,600 households.³⁴ The Project would include 209 units which would provide replacement housing for approximately 51 units. Therefore, the net number of new units on the Project Site would be 158 units.

The Project's proposed net 158 units would represent 0.04 percent of the City's anticipated household growth between 2019 and 2050 forecasted by SCAG. Thus, the Project's estimated household growth would be within regional growth projections for the City.

³⁴ SCAG, Connect SoCal 2024 Demographics and Growth Forecast, April 4, 2024, page 39.

Based on the City's average household size of 2.7, the increase of 429,600 households under the 2024-2050 RTP/SCS in the City between 2019 and 2050 would result in an approximate increase of 1,159,920 persons in the City between 2019 and 2050.³⁵ When utilizing the average household size of 3.35 for the South Los Angeles Community Plan Area which is higher than the City, the Project's net 158 proposed units would result in a population increase of approximately 529 residents. The Project's anticipated population growth (529 persons) would represent 0.05 percent of the City's anticipated growth between 2019 and 2050. Thus, the Project's estimated population growth would be within regional growth projections for the City.

As shown in [Table 4](#) and discussed above, the proposed Project would be consistent with the stated goals and growth forecast of the 2024 RTP/SCS, ensuring that the Project's contribution to climate change is not cumulatively considerable and that the Project would not interfere with SCAG's ability to achieve the region's GHG emission reduction target of 19 percent by the year 2035 or the post-2020 mobile source GHG reduction targets consistent with applicable relevant state GHG reduction goals.

Consistency with VMT Reduction Strategies and Policies

As discussed above, the City is basing its determination of significance of the Project's GHG emissions for CEQA purposes solely on the Project's consistency with State, regional and local regulatory strategies and policies adopted to reduce GHG emissions. The Project design includes characteristics that would reduce trips and VMT as compared to the Project without implementation of VMT reducing measures within the Air Basin as measured by CalEEMod. These relative reductions in vehicle trips and VMT from the Project without implementation of VMT reducing measures within the Air Basin help quantify the GHG emissions.

The Project would develop residential and commercial uses on the Project Site in close proximity to existing educational, office, retail, and restaurant uses, which would reduce VMT by encouraging walking and non-automotive forms of transportation; introducing new residential uses in close proximity to job centers, and increasing transit accessibility by locating new residential units within close proximity to existing bus routes and the Metro E Line. The Project is consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. The Project also includes primary entrances for pedestrians and bicyclists that would be safe, easily accessible, and a short distance from transit stops. Implementation of these sustainability features would contribute to a reduction in VMT.

The Project would also be consistent with the following key GHG reduction strategies in the 2024-2025 RTP/SCS, which is based on changing the region's land use and travel patterns:

- 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;
- Encourage residential and employment development in areas surrounding existing and planned transit/rail stations;

³⁵ SCAG, Connect SoCal 2024 Demographics and Growth Forecast, April 4, 2024, page 39.

- 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;
- 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; and
- Encourage housing development in transit-supportive and walkable areas that create more interconnected and resilient communities.

Further, the Project is located within a Transit Priority Area and Priority Development Area and is located adjacent to a High Quality Transit Corridor (HQTC)³⁶ and the Project would contribute to the productivity and use of the regional transportation system. The Project would provide housing and employment near transit and encourage active transportation by providing new bicycle parking infrastructure. Thus, the Project would further promote a reduction in VMT and subsequent reduction in GHG emissions, and would be consistent with the 2024-2050 RTP/SCS goals.

Increased Use of Alternative Fueled Vehicles Policy Initiative

The second category of strategies and policies of the 2024-2050 RTP/SCS, with regard to individual development projects, such as the Project, is to increase alternative fueled vehicles to reduce per capita GHG emissions. The 2024-2050 RTP/SCS policy initiative focuses on accelerating the deployment of a zero-emission transportation system. The Project would include 40 vehicle spaces, consisting of 34 parking spaces for residents and six parking spaces for visitors. The Project would provide 36 EV Ready spaces (all of the residential spaces and 25 percent of commercial spaces would be EV Ready) and would be subject to the most updated version of the California Green Building Code at time of Project filing.

Energy Efficiency Strategies and Policies

The third category of strategies and policies of the 2024-2050 RTP/SCS for individual developments, such as the Project, involves improving energy efficiency (e.g., reduction energy consumption) to reduce GHG emissions. The 2024-2050 RTP/SCS policy initiative focuses on exploring and advancing the transition toward zero-emission and clean technologies and other transformative technologies, where viable. The Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and the CALGreen Code. The Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient heating, ventilation, and air conditioning (HVAC), lighting systems, a gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures. The Project would reserve 15 percent of roof area for solar use.

Land Use Assumptions

At the regional level, the 2024-2050 RTP/SCS is a plan adopted for the purpose of reducing GHGs. In

³⁶ A high-quality transit corridor is defined in PRC Section 21155(b) as “[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.” The City of Los Angeles defines peak hours as between 6:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 7:00 p.m.

order to assess the Project’s consistency with the 2024-2050 RTP/SCS, this Draft EIR also analyzes the Project’s land use characteristics for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2024-2050 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The Project is the type of land use development that is encouraged by the 2024-2050 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State’s long-term climate policies.³⁷ By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with State regulatory requirements

Overall, the Project would not conflict with the GHG reduction-related actions and strategies contained in the 2024-2050 RTP/SCS. As such, impacts related to consistency with the 2024-2050 RTP/SCS would be less than significant.

Consistency with the City of Los Angeles Green New Deal

The City’s Green New Deal includes both short-term and long-term goals through the year 2050 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.

While not a plan adopted solely to reduce GHG emissions, addressing climate change is one of eight explicit topics that help define the Green New Deal’s strategies and goals. Although the Green New Deal mainly targets GHG emissions related to City-owned buildings and operations, certain reductions associated with the Project would promote the Green New Deal’s goals.

The Green New Deal’s specific targets include ensuring 57 percent of new housing units are built within 1,500 feet of transit by 2025 and 75 percent by 2035; reducing VMT per capita by at least 13 percent by 2025, 39 percent by 2035, and 45 percent by 2050; increasing the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 25 percent by 2025 and 50 percent by 2035 and has established targets such as 100 percent renewable energy by 2045, installation of 10,000 publicly-available EVSE by 2022 and 28,000 by 2028, diversion of 100 percent of waste by 2050, and recycling 100 percent of wastewater by 2035.³⁸

Table 5: Project Consistency with Applicable GHG Emissions Goals and Actions of City’s Green New Deal provides a discussion of the Project’s consistency with applicable GHG-reducing actions from the Green New Deal. As discussed therein, the Project would not conflict with the applicable goals and actions of the Green New Deal.

Table 5: Project Consistency with Applicable GHG Emissions Goals and Actions of City’s Green New Deal		
Action	Description	Consistency Analysis
Focus Area: Local Water		

³⁷ As discussed above, SB 375 legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32.

³⁸ City of Los Angeles, L.A.’s Green New Deal, Sustainable City pLAn, 2019 Targets.

Table 5: Project Consistency with Applicable GHG Emissions Goals and Actions of City's Green New Deal		
Action	Description	Consistency Analysis
Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.	The City would build upon the success of Save the Drop program and develop additional water conservation campaigns. In addition, the City would continue to benchmark customer use and improve data gathering to identify effective programs.	No Conflict. While this action primarily applies to the City and LADWP, the Project would incorporate water conservation features to reduce water use. Water usage rates were calculated assuming default CalEEMod rates. Water usage rates under City Ordinance No. 184,248, the 2019 California Plumbing Code, 2022 CALGreen Code, 2020 Los Angeles Plumbing Code, and 2022 Los Angeles Green Building Code reflects approximately a 20-percent reduction in water usage as compared to the CalEEMod default base demand.
Focus Area: Clean and Healthy Buildings		
All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050.	The City would perform a complete building electrification study and develop supporting programs. Financing would be expanded and improved to provide electrification, existing energy efficiency, and solar programs.	No Conflict. While this action primarily applies to the City, the Project would be designed and operated to meet the applicable requirements of the CALGreen Code and the Los Angeles Green Building Code. The Project would be subject to the 2022 Title 24 Standards which represent "challenging but achievable design and construction practices" that represent "a major step towards meeting the Zero Net Energy (ZNE) goal". ¹
Reduce building energy use per sf for all building types 22% by 2025; 34% by 2025; and 44% by 2050	The City would increase awareness of incentives and smart building energy management systems. An energy consumption report will be prepared to assess the energy-water nexus.	No Conflict. While this action primarily applies to the City, the Project would be designed and operated to meet or exceed the applicable requirements of the CALGreen Code and the Los Angeles Green Building Code.
Focus Area: Mobility and Public Transit		
Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050	The City would update the Transportation Demand Management (TDM) ordinance and develop first/last mile infrastructure improvements around transit stations. TDM strategies would also be implemented consistent with the West Wide Mobility Plan to ease congestion.	No Conflict. While this action primarily applies to the City, the Project Site is located in a highly urbanized and walkable setting surrounded by residential, commercial, educational and entertainment uses with access to public transit and bicycle infrastructure. Additionally, the Project is located near existing transit routes, including the LA Metro Expo line located 0.3 miles northwest of the Project Site. LA Metro has multiple routes with stops that travel along the Project Site frontages, including the 2, 81, and 550 lines which travel north/west along South Figueroa Street. The LADOT also serves the Project Site with the DASH Southeast and King-East service routes. This encourages the use of public transit and

Table 5: Project Consistency with Applicable GHG Emissions Goals and Actions of City's Green New Deal		
Action	Description	Consistency Analysis
		reduces Project-generated vehicular trips and related VMT. The Project would also promote a pedestrian-friendly community by placing residential and commercial uses within walking distance of office, retail, and commercial uses. The Project is designated as a PDA by the 2024-2050 RTP/SCS. The Project would also provide bicycle parking spaces in accordance with LAMC requirements. The Project's proposed residential area would result in an estimated VMT per capita of 4.9, which would be below the City's threshold for the South Los Angeles Area Planning Commission (APC).
Focus Area: Mobility and Public Transit		
Increase the percentage of electric and zero emission vehicles in the city to 25% by 2025; 80% by 2035; and 100% by 2050.	The City would increase the electric vehicle ownership by providing rebates for used EVs and chargers, as well as promote trade-in events for electric vehicles. The City would also increase the number of EV charging stations by pursuing public-private partnerships in developing charging stations, streamline permitting processes for EV charger installations and update building codes to simplify EV charging requirements.	No Conflict. The Project would support this policy because the Project would provide EVSE and electric vehicle supply wiring consistent with applicable City requirements.
¹ CEC, 2019 Building Energy Efficiency Standards, Fact Sheet.		

Although the City's Green New Deal is not an adopted plan or directly applicable to private development projects, the Project would not conflict with its goals as it is an infill development consisting of student and multifamily affordable housing and commercial uses on an infill site in a highly urbanized area in close proximity to transit. The Project is located near existing transit routes, including the Metro Expo line located 0.3 miles northwest of the Project Site. Metro has multiple routes with stops that travel along the Project Site frontages, including the 2, 81, and 550 lines which travel north/west along South Figueroa Street. LADOT also serves the Project Site with the DASH Southeast and King-East service routes. Furthermore, the Project would comply with CALGreen Code and comply with the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) in furtherance of the aspirations included in the Green New Deal with regard to energy-efficient buildings and waste and landfills. The Project would also provide bicycle parking and facilities. Therefore, as the Project's GHG emissions would be generated in connection with a development located and designed to be consistent with the applicable City plan goals and actions for reducing GHG emissions, the Project would not conflict with these City plans adopted for the purpose of reducing GHG emissions.

Overall, the Project would not conflict with the Green New Deal. As such, impacts pertaining to

consistency with the Green New Deal would be less than significant.

Los Angeles Green Building Code

The Project would comply with the Los Angeles Green Building Code by complying with the California Title 24 Building Energy Efficiency Standards, as codified with amendments by the City. The Project would also meet the mandatory measures of the CALGreen Code as amended in the LAMC by the City. The residential component of the Project would be all-electric, supporting Statewide carbon neutrality goals. Therefore, the Project would not conflict with the Los Angeles Green Building Code.

State Executive Orders and Policies

A study prepared by E3 shows that the State's existing and proposed regulatory framework will put the State on a pathway to reduce its GHG emissions level to the statewide policy goal included in Executive Order B-30-15 of 40 percent below 1990 levels by 2030 and to 80 percent below 1990 level by 2050 if additional appropriate reduction measures are adopted.³⁹ Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Subsequent to the findings of these studies, SB 32 was passed on September 8, 2016, which requires that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. As discussed above, the 2022 Scoping Plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries. The Project advances these goals by reducing VMT, as described in more detail above, and other sustainable features that encourage the use of electric vehicles, improve energy efficiency, and reduce water usage, including, but not limited to the use of energy-efficient heating, ventilation, and air conditioning (HVAC), lighting systems, a gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures. Additionally, the Project would reserve 15 percent of roof area for solar use.

The emissions modeling in the 2022 Scoping Plan has projected 2030 statewide emissions, which take into account known commitments (reduction measures), such as SB 375, SB 350, and other measures. The emissions inventory identified an emissions gap, meaning that emissions reductions due to known commitments do not decline fast enough to achieve the 2030 target. In order to fill this gap, the 2022 Scoping Plan assumed that new regulations, as well as the Cap-and-Trade Program, would deliver the reductions necessary to achieve the 2030 emissions target. As mentioned above, in 2017, AB 398 was passed to clarify the role of the State's Cap-and-Trade Program from 2021 through 2030. As a result of AB 398, many programs to achieve the 2030 target increased in

³⁹ Energy and Environmental Economics (E3), *Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board* (October 2020) Mahone, Amber. The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the State's goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, E3 developed long-term scenarios that explore the potential pace at which emission reductions can be achieved, as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. The model encompasses the entire California economy with detailed representations of the buildings, industry, transportation, and electricity sectors.

stringency beginning in 2021 to meet accelerated 2030 targets. In the 2022 Scoping Plan, CARB has identified that changes to the Cap-and-Trade Program would be necessary to achieve the 2030 target. CARB is expected to issue a notice of formal rulemaking to incorporate changes necessary to the Cap-and-Trade Program in 2024. Although the Project is consistent with the 2022 Scoping Plan, additional measures to achieve the 2030 targets and beyond are outside of the Project's control. While any evaluation of post-2030 Project emissions would be speculative, the Project would not preclude or impede the State achieving the 2030 targets.

Executive Order S-3-05 establishes a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050. This goal, however, has not been codified. That being said, studies have shown that, in order to meet the 2050 target, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its 2008 Climate Change Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 goal are too far in the future to define in detail".⁴⁰ In the 2014 Scoping Plan, however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."⁴¹

Although the Project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal, and it is reasonable to expect the Project's emissions level (1,367 metric tons of CO₂e per year as discussed below) to decline as the regulatory initiatives identified by CARB in the 2014 Scoping Plan are implemented, and other technological innovations occur.⁴² Stated differently, the Project's total emissions at buildout presented in [Table 3](#) in the analysis above,⁴³ represents the maximum emissions inventory for the Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. That inventory takes into account existing regulations and regulations that would apply to the Project at its buildout year. The Project's GHG emissions associated with electrical usage would be reduced to zero in 2050 since the electricity provider (LADWP) servicing the Project Site must generate electricity with 100 percent renewables by 2045 (SB 100). As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project would not conflict with the Executive Order's horizon year (2050) goal. Further, the Project is consistent with the 2024-2050 RTP/SCS, which demonstrate that the region would meet the post-2030 GHG reduction goal of 19 percent by 2035. The Project is the type of land use development that is encouraged by the 2024-2050 RTP/SCS to reduce VMT to achieve GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. The Project's proposed residential use would result in an estimated VMT per capita of 4.9, which would be below the City's threshold for the South Los Angeles Area Planning Commission (APC). By

⁴⁰ CARB, Climate Change Scoping Plan: A Framework for Change, December 2008, P. 117

⁴¹ CARB, 2017 Scoping Plan Update, November 2017, p. 18.

⁴² Such regulatory measures which will further reduce GHG emissions include the RPS under SB 100 which requires 100-percent renewable energy by 2045.

⁴³ The analysis is conservative because credit from existing operational emissions, which would demonstrate further reduced emissions, has not been accounted for in the analysis.

furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with State climate targets for 2030 and beyond.

For the reasons described above, the Project's post-2030 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Orders S-3-05 and B-30-15.

Carbon Neutrality

As discussed above, Executive Order B-55-18 establishes a new statewide goal to achieve carbon neutrality no later than 2045 and achieve and maintain net negative emissions thereafter. Based on this executive order, CARB would work with relevant State agencies to develop a framework for implementation and accounting that tracks progress towards this goal, as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

Also discussed above, CARB has released a study evaluating three scenarios that achieve Carbon Neutrality in California by 2045. The scenarios analyzed to achieve carbon neutrality include a High Carbon Dioxide Removal (CDR) scenario, Zero Carbon Energy scenario, and a Balanced scenario. Under each of these scenarios, CARB proposed reduction strategies for various sectors that contribute GHG emissions throughout the State. Table 6: Project Consistency with 2045 Carbon Neutrality Goals provides a summary of key emission reduction strategies required to achieve Carbon Neutrality by 2045. In addition, Table 6 demonstrates how the Project would be consistent or not conflict with these measures.

Although specific details are not yet available for the GHG reduction measures discussed above, implementation of these measures would require regulations to be enforced by the State. The Project would be required to comply with regulations in support of the goal of Carbon Neutrality by 2045 and would, therefore, not be in conflict with and, thus, be consistent with the State's achievement of the goals included in the Executive Order B-55-18.

Table 6: Project Consistency with 2045 Carbon Neutrality Goals		
Sector	Description	Consistency Analysis
Low Carbon Fuels	The State would use advanced biofuels for ground transportation, renewable aviation fuel, and biomethane for electricity generation. Hydrogen may also be blended into pipeline gas demand as well as hydrogen for fuel cell transportation.	No Conflict. This action primarily applies to the transportation fuel providers. However, the Project would source transportation fuel from the providers that would comply with these reduction measures.
Buildings	The State would require 100 percent of sales of electric appliances by 2030 through 2040.	No Conflict. The Project would comply with all such regulatory requirements.
Transportation	The State would require 100 percent Battery Electric Vehicle (BEV) sales for Light Duty Vehicles (LDV) and Medium Duty Vehicles (MDV) as early as 2030. Sales of Heavy Duty Vehicles (HDV) would achieve at least 45 percent BEV or CNG as early as 2035.	No Conflict. Residents and visitors of the Project purchasing vehicles within the State would comply with BEV or compressed natural gas (CNG) vehicle sales requirements. Therefore, the Project would not conflict with requirements on sales of BEV or CNG powered vehicles. In addition, the

Table 6: Project Consistency with 2045 Carbon Neutrality Goals		
Sector	Description	Consistency Analysis
	At least 50 percent of rail within the State would be electrified and 50 percent of in-state aviation be electrified.	Project would install EVSE as dictated by City and CALGreen requirements.
Industry and Agriculture	The State would require industry to be up to 53 percent electrified and up to 19 percent of energy to be met with hydrogen. Cement, glass, oil, and gas industries would be required to achieve carbon capture of at least 14 MMT. Agricultural energy emissions would be reduced by at least 80 percent. Oil and gas extraction and petroleum refining energy demand would be reduced by at least 90 percent.	No Applicable. The Project would not include industrial or agricultural uses.
Electricity	Electricity generation within the state is fueled with natural gas, biomethane, or hydrogen. At least 95 percent of electricity generation would be zero carbon.	No Conflict. This action primarily applies to the local power utility company (LADWP). However, the Project would source electricity from the LADWP that would comply with these reduction measures.
High GWP and Non-Combustion	Landfill and wastewater methane would be reduced by 23 percent. Pipeline fugitive emissions would be reduced by 72 percent, agricultural methane would be reduced by 41 percent, and refrigerants would be reduced by 75 percent. Percent reductions are relative to Year 2020.	No Conflict. This action primarily applies to the local water utility (LADWP) and solid waste utility. However, the Project would source water from the LADWP and generate solid waste within the City that would comply with these reductions.
Carbon Dioxide Removal	At least 33 million metric tons/year of carbon dioxide removal needed in 2045.	Not Applicable. While this action primarily applies to the State, the Project would comply with this policy as required by current or future regulations.
Source: Energy + Environmental Economics, Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board, Table 1, October 2020		

Conclusion

The Project's consistency with applicable GHG reduction plans and policies demonstrates that the Project does not conflict with these regulations and policies, and complies with or exceeds the regulations and reduction actions/strategies outlined in the Climate Change Scoping Plan, 2024-2050 RTP/SCS, the City's Green New Deal, and the Los Angeles Green Building Code. The Project would also have a less-than-significant impact with respect to the urban heat island effect. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and Project-specific impacts with regard to GHG emissions would be less than significant.

Mitigation Measures: Project-level impacts related to GHG emissions would be less than significant. Therefore, no mitigation measures are required.

Level of Significance: Project-level impacts related to GHG emissions were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

5.3 Cumulative Setting and Impacts

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years, which allow them to be dispersed fairly evenly in earth's atmosphere around the globe.

Cumulative Impacts

As a general matter, an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a cumulatively consideration contribution to the global phenomenon of climate change.⁴⁴ The State CEQA Guidelines generally address GHG emissions as a cumulative impact because of the global nature of climate change.⁴⁵ As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself".⁴⁶ As such, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. In addition, the Project, as well as other cumulative related projects, would also be subject to all applicable regulatory requirements mentioned above that tend to reduce GHG emissions, including compliance with CEQA for non-exempt projects. As discussed above, the Project is consistent with and would not interfere with the achievement of the applicable state and local laws, plans and policies analyzed herein, and Project-related GHG emissions would not exceed the 3,000 MTCO₂e threshold of significance proposed by SCAQMD for non-industrial development projects.

The analysis shows that the Project is consistent with the 2022 Scoping Plan, the 2024-2050 RTP/SCS, regulatory requirements to reduce regional GHG emissions from the land use and transportation sections by 2020 and 2035, and the aspirations of the Green New Deal, which includes specific targets related to housing and development and mobility and transit. Given the Project's consistency with statewide, regional, and local plans adopted for the reduction of GHG emissions, the Project's incremental contribution to GHG emissions and their effects on climate change would not be cumulatively considerable. For these reasons, the Project's cumulative impact on global climate change would be less than significant.

Mitigation Measure: Cumulative impacts related to GHG emissions would be less than significant. Therefore, no mitigation measures are required.

⁴⁴ California Air Pollution Control Officers Association, *CEQA and Climate Change White Paper*, 2008.

⁴⁵ Pub. Resources Code, § 21083, subd. (b)(2)

⁴⁶ *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 512.

Level of Significance: Cumulative impacts related to GHG emissions were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

6.0 REFERENCES

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Appendix A

GHG Modeling Data

3822 Figueroa CalEEMod Assumptions

Land Use

Land Use	Size	Metric
Mid Rise Residential	209	DU
Pool	684	SF
High Turnover Sit Down Restaurant	2,705	SF
Enclosed Parking Structure with Elevator	26,236	SF
Landscaping	7,519	SF
KSF = thousand square feet; DU = dwelling unit		

Construction

Schedule

Phase Name	Start Date	End Date	Workdays
Demolition	1/1/2027	3/31/2027	64
Site Preparation	4/1/2027	5/31/2027	43
Grading	6/1/2027	9/30/2027	88
Infrastructure Improvements	10/1/2027	12/31/2027	66
Building Construction	1/1/2028	12/31/2029	521
Architectural Coating	6/1/2029	10/1/2029	87
Off-Site Utility Installation Demolition and Trenching	4/1/2027	6/23/2027	60
Off-Site Utility Installation Paving	6/1/2027	7/12/2027	30

Equipment

Construction Phase	Equipment	Number per Day	Hours Per Day
Demolition	Tractors/Loaders/Backhoes	3	8
	Rubber Tired Dozers	1	8
	Concrete/Industrial Saws	1	8
Site Preparation	Graders	1	8
	Rubber Tired Dozers	1	7
	Tractors/Loaders/Backhoes	1	8
Grading	Graders	1	8
	Tractors/Loaders/Backhoes	2	7
	Rubber Tired Dozers	1	8
Infrastructure Improvements	Cranes	1	6
	Forklifts	1	6
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	1	6
	Welders	3	8
Paving	Cranes	1	6
	Forklifts	1	6

Construction Phase	Equipment	Number per Day	Hours Per Day
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	1	6
	Welders	3	8
Architectural Coating	Air Compressors	1	6
Off-Site Utility Installation Demolition and Trenching	Trencher	1	8
	Tractors/Loaders/Backhoes	1	8
Off-Site Utility Installation Paving	Pavers	1	8
	Rollers	1	8
	Tractors/Loaders/Backhoes	1	8

Grading/Earthwork

Phase	Import (CY)	Export (CY)	Haul Distance (mi)
Site Preparation	0	0	NA
Grading	0	8,310	26.2
CY = cubic yards; mi = miles			

Worker, Vendor, and Haul Trips

Trip Type	# One-Way Trips/Day	Trip Length (miles)
Demolition		
Worker	13	18.5
Vendor	0	10.2
Hauling	14	20.0
On-Site Truck	0	0
Site Preparation		
Worker	8	18.5
Vendor	0	10.2
Hauling	0	20
On-Site Truck	0	0
Grading		
Worker	10	18.5
Vendor	0	10.2
Hauling	12	26.2
On-Site Truck	0	0
Infrastructure Improvements		
Worker	163	18.5
Vendor	27	10.2
Hauling	0	20.0
On-Site Truck	0	0
Building Construction		
Worker	163	18.5
Vendor	27	10.2

Hauling	0	20.0
On-Site Truck	0	0
Architectural Coating		
Worker	65	18.5
Vendor	0	10.2
Hauling	0	20.0
On-Site Truck	0	0
Off-Site Utility Installation Demolition and Trenching		
Worker	8	18.5
Vendor	0	10.2
Hauling	0	20.0
On-Site Truck	0	0
Off-Site Utility Installation Paving		
Worker	5	18.5
Vendor	0	10.2
Hauling	2	20.0
On-Site Truck	0	0

Demolition

Phase	Amount (CY)
On-Site Demolition	
Building	
Building Area (SF)	49,722
Waste Volume (CF)	497,220
Waste Volume (CY)	124,305
Building Waste Volume (tons)	2,302
Pavement	
Pavement Area (SF)	33,942
Pavement Thickness (ft)	0.5
Pavement Volume (CF)	16,971
Pavement Density (lbs/CF)	145
Pavement Waste (lbs)	2,460,795
Pavement Waste (tons)	1,230
TOTAL ON-SITE DEMOLITION WASTE (tons)	3,532
Off-Site Demolition	
Pavement	
Pavement Area (SF)	11,400
Pavement Thickness (ft)	0.5
Pavement Volume (CF)	5,700
Pavement Density (lbs/CF)	145
Pavement Waste (lbs)	826,500
Pavement Waste (tons)	413
CY = cubic yards	

Operations

Vehicle Data

Land Use	Size	Metric	Trip Rate	Daily Trip Generation
Mid Rise Residential	209	DU	3.35	700
High Turnover Restaurant	2.705	KSF	101.85	275
Total Daily Trips	-	-	-	975
KSF = thousand square feet; DU = dwelling unit				
100% primary trips; trip lengths and trip type distributions are CalEEMod defaults				

Trip Length

Land Use	Trip Length (miles)		
	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Mid Rise Residential	13.20	7.96	6.78
High Turnover Restaurant	13.20	7.12	4.96

Trip Purpose and Percent

Land Use	Trip Percent (%)			Trip Purpose (%)		
	Primary	Diverted	Pass-By	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Mid Rise Residential	100	0	0	17.31	10.86	71.84
High Turnover Restaurant	100	0	0	21.34	19.73	58.93

Fleet Mix

Land Use	HHD %	LDA %	LDT1 %	LDT2 %	LHD1 %	LHD2 %	MCY %	MDV %	MH %	MHD %	OBUS %	SBUS %	UBUS %
Mid Rise Residential	0.9	47.7	4.0	25.1	2.8	0.7	2.3	14.8	0.3	1.1	0.1	0.1	0.1
High Turnover Restaurant	0.9	47.7	4.0	25.1	2.8	0.7	2.3	14.8	0.3	1.1	0.1	0.1	0.1

Energy Use

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
Mid Rise Residential	687,691.00	0
Pool	10,150.79	0
High Turnover Restaurant	88,102.08	256,243.67
Enclosed Parking with Elevator	96,848.40	0
Pool electricity usage based on 0.496 kwh/gal/yr All-electric residential development		

Quantified Measures

#	Measure	Notes
Construction		
C-5	Use Advanced Engine Tiers	Tier 4 Final equipment use
C-10-A	Water Exposed Surfaces	Watering required 3 times daily
C-10-B	Water Active Demolition Sites	Watering required 2 times daily

3800 S Figueroa Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	3800 S Figueroa
Construction Start Date	1/1/2027
Operational Year	2030
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18
Location	3800 S Figueroa St, Los Angeles, CA 90037, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4225
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.35

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	209	Dwelling Unit	0.67	25,032	7,519	—	619	—

Recreational Swimming Pool	0.68	1000sqft	0.00	684	0.00	—	—	—
High Turnover (Sit Down Restaurant)	2.7	1000sqft	0.06	2,705	0.00	—	—	—
Enclosed Parking with Elevator	26	1000sqft	0.60	26,236	0.00	—	—	—
Other Non-Asphalt Surfaces	0.15	Acre	0.15	0.00	0.00	—	—	—
Road Construction	0.17	Mile	0.25	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.4	4.0	19	24	0.04	0.76	3.2	3.4	0.70	1.1	1.8	—	5,651	5,651	0.22	0.24	9.5	5,735
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.3	4.0	14	22	0.03	0.48	3.2	3.4	0.44	0.76	0.97	—	5,500	5,500	0.15	0.24	0.25	5,575
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.8	1.6	9.3	14	0.02	0.35	1.9	2.0	0.32	0.48	0.80	—	3,511	3,511	0.10	0.15	2.5	3,562
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.33	0.30	1.7	2.5	< 0.005	0.06	0.34	0.37	0.06	0.09	0.15	—	581	581	0.02	0.03	0.42	590

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.5	2.1	19	24	0.04	0.76	2.5	3.3	0.70	1.1	1.8	—	5,140	5,140	0.22	0.23	3.4	5,217
2028	1.8	1.5	9.3	19	0.03	0.24	2.4	2.6	0.22	0.56	0.78	—	4,740	4,740	0.12	0.21	8.1	4,812
2029	4.4	4.0	9.9	23	0.03	0.23	3.2	3.4	0.21	0.76	0.97	—	5,651	5,651	0.14	0.24	9.5	5,735
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.9	1.6	14	19	0.03	0.48	2.4	2.6	0.44	0.56	0.81	—	4,686	4,686	0.15	0.21	0.23	4,751
2028	1.8	1.5	9.4	18	0.03	0.24	2.4	2.6	0.22	0.56	0.78	—	4,630	4,630	0.13	0.21	0.21	4,695
2029	4.3	4.0	10	22	0.03	0.23	3.2	3.4	0.21	0.76	0.97	—	5,500	5,500	0.14	0.24	0.25	5,575
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.3	1.1	9.3	12	0.02	0.35	1.4	1.8	0.32	0.48	0.80	—	2,785	2,785	0.10	0.12	1.2	2,825
2028	1.3	1.1	6.7	13	0.02	0.17	1.7	1.8	0.16	0.40	0.56	—	3,337	3,337	0.09	0.15	2.5	3,386
2029	1.8	1.6	6.7	14	0.02	0.16	1.9	2.0	0.14	0.44	0.59	—	3,511	3,511	0.09	0.15	2.5	3,562
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.24	0.20	1.7	2.2	< 0.005	0.06	0.26	0.32	0.06	0.09	0.15	—	461	461	0.02	0.02	0.20	468
2028	0.23	0.20	1.2	2.4	< 0.005	0.03	0.31	0.34	0.03	0.07	0.10	—	553	553	0.02	0.02	0.42	561
2029	0.33	0.30	1.2	2.5	< 0.005	0.03	0.34	0.37	0.03	0.08	0.11	—	581	581	0.02	0.03	0.41	590

2.4. Operations Emissions Compared Against Thresholds

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.9	4.5	1.9	35	0.06	0.04	5.4	5.4	0.04	1.4	1.4	119	9,048	9,167	12	0.29	17	9,583
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.6	3.3	2.0	20	0.05	0.04	5.4	5.4	0.03	1.4	1.4	119	8,782	8,901	12	0.30	4.7	9,308
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.4	4.1	2.1	30	0.05	0.04	5.3	5.4	0.04	1.3	1.4	119	7,413	7,532	12	0.29	9.8	7,937
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.81	0.75	0.38	5.4	0.01	0.01	0.97	0.98	0.01	0.25	0.25	20	1,227	1,247	2.1	0.05	1.6	1,314

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.9	2.7	1.8	22	0.05	0.03	5.4	5.4	0.03	1.4	1.4	—	5,583	5,583	0.26	0.22	12	5,667
Area	2.0	1.9	0.12	13	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	1,600	1,600	0.11	0.02	—	1,608
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,752	1,752	0.13	0.02	—	1,760
Water	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Waste	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Total	4.9	4.5	1.9	35	0.06	0.04	5.4	5.4	0.04	1.4	1.4	119	9,048	9,167	12	0.29	17	9,583
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	2.9	2.6	1.9	20	0.05	0.03	5.4	5.4	0.03	1.4	1.4	—	5,354	5,354	0.27	0.23	0.32	5,429
Area	0.65	0.65	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	1,563	1,563	0.11	0.02	—	1,571
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,752	1,752	0.13	0.02	—	1,760
Water	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Waste	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Total	3.6	3.3	2.0	20	0.05	0.04	5.4	5.4	0.03	1.4	1.4	119	8,782	8,901	12	0.30	4.7	9,308
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.9	2.6	1.9	20	0.05	0.03	5.3	5.3	0.03	1.3	1.4	—	5,416	5,416	0.27	0.23	5.4	5,496
Area	1.5	1.5	0.08	9.0	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	132	132	0.01	< 0.005	—	133
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,752	1,752	0.13	0.02	—	1,760
Water	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Waste	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Total	4.4	4.1	2.1	30	0.05	0.04	5.3	5.4	0.04	1.3	1.4	119	7,413	7,532	12	0.29	9.8	7,937
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.52	0.48	0.35	3.7	0.01	0.01	0.97	0.98	0.01	0.25	0.25	—	897	897	0.04	0.04	0.89	910
Area	0.28	0.27	0.02	1.6	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	22	22	< 0.005	< 0.005	—	22
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	290	290	0.02	< 0.005	—	291
Water	—	—	—	—	—	—	—	—	—	—	—	2.7	19	21	0.28	0.01	—	31
Waste	—	—	—	—	—	—	—	—	—	—	—	17	0.00	17	1.7	0.00	—	60
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Total	0.81	0.75	0.38	5.4	0.01	0.01	0.97	0.98	0.01	0.25	0.25	20	1,227	1,247	2.1	0.05	1.6	1,314

3. Construction Emissions Details

3.1. Paving (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.43	0.36	3.3	5.0	0.01	0.14	—	0.14	0.13	—	0.13	—	747	747	0.03	0.01	—	750
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.04	0.03	0.27	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	61	61	< 0.005	< 0.005	—	62
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10	10	< 0.005	< 0.005	—	10
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.45	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	100	100	< 0.005	< 0.005	0.31	101
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.9	7.9	< 0.005	< 0.005	0.01	8.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.3	1.3	< 0.005	< 0.005	< 0.005	1.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Demo and Trenching (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.2	3.3	< 0.005	0.07	—	0.07	0.07	—	0.07	—	498	498	0.02	< 0.005	—	499
Demolition	—	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.55	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	< 0.005	< 0.005	—	82
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14	14	< 0.005	< 0.005	—	14
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	66	66	< 0.005	< 0.005	0.21	67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	116	116	0.01	0.02	0.25	122
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11	11	< 0.005	< 0.005	0.01	11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19	19	< 0.005	< 0.005	0.02	20

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.7	1.7	< 0.005	< 0.005	< 0.005	1.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.1	3.1	< 0.005	< 0.005	< 0.005	3.3

3.5. Demolition (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.6	1.3	12	14	0.02	0.47	—	0.47	0.43	—	0.43	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.72	0.72	—	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	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.24	2.2	2.5	< 0.005	0.08	—	0.08	0.08	—	0.08	—	437	437	0.02	< 0.005	—	439
Demolition	—	—	—	—	—	—	0.13	0.13	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	0.04	0.40	0.46	< 0.005	0.02	—	0.02	0.01	—	0.01	—	72	72	< 0.005	< 0.005	—	73
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.64	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	157	157	< 0.005	0.01	0.01	159
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	0.01	1.1	0.44	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	920	920	0.05	0.15	0.05	966
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28	28	< 0.005	< 0.005	0.04	28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.20	0.08	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	161	161	0.01	0.03	0.15	169
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.6	4.6	< 0.005	< 0.005	0.01	4.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27	27	< 0.005	< 0.005	0.02	28

3.7. Site Preparation (2027) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	1.2	10	12	0.02	0.47	—	0.47	0.43	—	0.43	—	2,065	2,065	0.08	0.02	—	2,072
Dust From Material Movement	—	—	—	—	—	—	1.6	1.6	—	0.78	0.78	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.2	1.4	< 0.005	0.06	—	0.06	0.05	—	0.05	—	243	243	0.01	< 0.005	—	244
Dust From Material Movement	—	—	—	—	—	—	0.19	0.19	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.22	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40	40	< 0.005	< 0.005	—	40
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.45	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	100	100	< 0.005	< 0.005	0.31	101
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11	11	< 0.005	< 0.005	0.02	11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.9	1.9	< 0.005	< 0.005	< 0.005	1.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Grading (2027) - Unmitigated

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

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

Off-Road Equipm ent	1.6	1.4	12	14	0.02	0.54	—	0.54	0.50	—	0.50	—	2,455	2,455	0.10	0.02	—	2,464
Dust From Material Movement	—	—	—	—	—	—	1.8	1.8	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.39	0.33	2.9	3.3	0.01	0.13	—	0.13	0.12	—	0.12	—	592	592	0.02	< 0.005	—	594
Dust From Material Movement	—	—	—	—	—	—	0.44	0.44	—	0.21	0.21	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.07	0.06	0.54	0.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	98	98	< 0.005	< 0.005	—	98
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.60	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	133	133	0.01	< 0.005	0.41	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	0.01	1.2	0.45	0.01	0.01	0.29	0.30	0.01	0.08	0.09	—	1,025	1,025	0.05	0.17	2.2	1,078
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31	31	< 0.005	< 0.005	0.04	31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.30	0.11	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	247	247	0.01	0.04	0.23	260
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.1	5.1	< 0.005	< 0.005	0.01	5.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	41	41	< 0.005	0.01	0.04	43

3.11. Infrastructure Improvements (2027) - Unmitigated

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

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

Off-Road Equipm ent	1.2	0.97	8.3	9.9	0.02	0.26	—	0.26	0.24	—	0.24	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.21	0.18	1.5	1.8	< 0.005	0.05	—	0.05	0.04	—	0.04	—	326	326	0.01	< 0.005	—	327
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.04	0.03	0.27	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	54	54	< 0.005	< 0.005	—	54
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.57	0.70	8.3	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,053	2,053	0.03	0.08	0.17	2,077
Vendor	0.05	0.02	0.93	0.44	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	832	832	0.04	0.11	0.06	867
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.13	1.6	0.00	0.00	0.38	0.38	0.00	0.09	0.09	—	377	377	0.01	0.01	0.53	381
Vendor	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	150	150	0.01	0.02	0.17	157

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	62	62	< 0.005	< 0.005	0.09	63
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25	25	< 0.005	< 0.005	0.03	26
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Building Construction (2028) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.93	7.9	9.9	0.02	0.23	—	0.23	0.21	—	0.21	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.93	7.9	9.9	0.02	0.23	—	0.23	0.21	—	0.21	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	0.66	5.7	7.1	0.01	0.17	—	0.17	0.15	—	0.15	—	1,290	1,290	0.05	0.01	—	1,295

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.0	1.3	< 0.005	0.03	—	0.03	0.03	—	0.03	—	214	214	0.01	< 0.005	—	214
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.56	0.55	9.2	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,126	2,126	0.02	0.08	6.1	2,156
Vendor	0.05	0.02	0.85	0.41	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	812	812	0.03	0.11	2.1	849
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.55	0.63	7.8	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,016	2,016	0.03	0.08	0.16	2,040
Vendor	0.05	0.02	0.89	0.42	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	813	813	0.03	0.11	0.05	848
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.39	0.45	5.9	0.00	0.00	1.5	1.5	0.00	0.35	0.35	—	1,465	1,465	0.02	0.06	1.9	1,484
Vendor	0.04	0.01	0.64	0.29	< 0.005	< 0.005	0.17	0.17	< 0.005	0.05	0.05	—	582	582	0.02	0.08	0.63	608
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.1	0.00	0.00	0.28	0.28	0.00	0.06	0.06	—	243	243	< 0.005	0.01	0.31	246
Vendor	0.01	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	96	96	< 0.005	0.01	0.10	101
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Building Construction (2029) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.89	7.6	9.8	0.02	0.21	—	0.21	0.19	—	0.19	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.89	7.6	9.8	0.02	0.21	—	0.21	0.19	—	0.19	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.4	7.0	0.01	0.15	—	0.15	0.14	—	0.14	—	1,286	1,286	0.05	0.01	—	1,291
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	0.99	1.3	< 0.005	0.03	—	0.03	0.03	—	0.03	—	213	213	0.01	< 0.005	—	214

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.54	0.48	8.6	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,090	2,090	0.02	0.08	5.4	2,119
Vendor	0.05	0.02	0.81	0.39	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	791	791	0.03	0.11	1.9	827
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.53	0.56	7.3	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	1,982	1,982	0.03	0.08	0.14	2,006
Vendor	0.05	0.02	0.85	0.40	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	791	791	0.03	0.11	0.05	826
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.37	0.40	5.5	0.00	0.00	1.5	1.5	0.00	0.35	0.35	—	1,437	1,437	0.02	0.06	1.7	1,455
Vendor	0.04	0.01	0.61	0.28	< 0.005	< 0.005	0.16	0.17	< 0.005	0.05	0.05	—	565	565	0.02	0.08	0.60	590
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.07	0.99	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	238	238	< 0.005	0.01	0.28	241
Vendor	0.01	< 0.005	0.11	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	94	94	< 0.005	0.01	0.10	98
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Architectural Coating (2029) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.79	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	2.3	2.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.79	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	2.3	2.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.19	0.27	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32	32	< 0.005	< 0.005	—	32
Architectural Coatings	0.54	0.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.3	5.3	< 0.005	< 0.005	—	5.3
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.21	0.19	3.4	0.00	0.00	0.85	0.85	0.00	0.20	0.20	—	836	836	0.01	0.03	2.2	848
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.21	0.22	2.9	0.00	0.00	0.85	0.85	0.00	0.20	0.20	—	793	793	0.01	0.03	0.06	802
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.73	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	192	192	< 0.005	0.01	0.22	194
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	32	32	< 0.005	< 0.005	0.04	32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.1	1.9	1.3	16	0.04	0.02	4.0	4.0	0.02	1.0	1.0	—	4,130	4,130	0.19	0.16	9.2	4,192
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0.81	0.74	0.47	5.7	0.01	0.01	1.4	1.4	0.01	0.35	0.36	—	1,453	1,453	0.07	0.06	3.2	1,475
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.9	2.7	1.8	22	0.05	0.03	5.4	5.4	0.03	1.4	1.4	—	5,583	5,583	0.26	0.22	12	5,667
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Mid Rise	2.1	1.9	1.4	15	0.04	0.02	4.0	4.0	0.02	1.0	1.0	—	3,960	3,960	0.20	0.17	0.24	4,016
Recreati onal Swimmi ng Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0.80	0.73	0.51	5.3	0.01	0.01	1.4	1.4	0.01	0.35	0.36	—	1,393	1,393	0.07	0.06	0.08	1,413
Enclose d Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.9	2.6	1.9	20	0.05	0.03	5.4	5.4	0.03	1.4	1.4	—	5,354	5,354	0.27	0.23	0.32	5,429
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.38	0.34	0.26	2.7	0.01	< 0.005	0.72	0.72	< 0.005	0.18	0.19	—	663	663	0.03	0.03	0.66	673
Recreati onal Swimmi ng Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0.15	0.13	0.09	0.99	< 0.005	< 0.005	0.25	0.25	< 0.005	0.06	0.07	—	233	233	0.01	0.01	0.23	237

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.52	0.48	0.35	3.7	0.01	0.01	0.97	0.98	0.01	0.25	0.25	—	897	897	0.04	0.04	0.89	910

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,301	1,301	0.09	0.01	—	1,307
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	19	19	< 0.005	< 0.005	—	19
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	167	167	0.01	< 0.005	—	167
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	183	183	0.01	< 0.005	—	184

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,670	1,670	0.12	0.02	—	1,678
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,301	1,301	0.09	0.01	—	1,307
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	19	19	< 0.005	< 0.005	—	19
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	167	167	0.01	< 0.005	—	167
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	183	183	0.01	< 0.005	—	184
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,670	1,670	0.12	0.02	—	1,678
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	215	215	0.02	< 0.005	—	216
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	3.2	3.2	< 0.005	< 0.005	—	3.2

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	28	28	< 0.005	< 0.005	—	28
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	30	30	< 0.005	< 0.005	—	30
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	276	276	0.02	< 0.005	—	278

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
High Turnover (Sit Down Restaurant)	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	0.01	< 0.005	—	82

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	0.01	< 0.005	—	82
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
High Turnover (Sit Down Restaurant)	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	0.01	< 0.005	—	82
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	0.01	< 0.005	—	82
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
High Turnover (Sit Down Restaurant)	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14	14	< 0.005	< 0.005	—	14
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14	14	< 0.005	< 0.005	—	14

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	1,563	1,563	0.11	0.02	—	1,571
Consumer Products	0.60	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	1.3	1.2	0.12	13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37	37	< 0.005	< 0.005	—	37
Total	2.0	1.9	0.12	13	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	1,600	1,600	0.11	0.02	—	1,608
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	1,563	1,563	0.11	0.02	—	1,571
Consumer Products	0.60	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.65	0.65	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	1,563	1,563	0.11	0.02	—	1,571
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	18	18	< 0.005	< 0.005	—	18
Consumer Products	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.16	0.15	0.02	1.6	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.2	4.2	< 0.005	< 0.005	—	4.2
Total	0.28	0.27	0.02	1.6	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	22	22	< 0.005	< 0.005	—	22

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	15	102	117	1.5	0.04	—	166
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.08	0.52	0.60	0.01	< 0.005	—	0.86
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	1.6	11	12	0.16	< 0.005	—	17
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	15	102	117	1.5	0.04	—	166
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.08	0.52	0.60	0.01	< 0.005	—	0.86

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	1.6	11	12	0.16	< 0.005	—	17
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.5	17	19	0.25	0.01	—	28
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.01	0.09	0.10	< 0.005	< 0.005	—	0.14
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	0.26	1.8	2.0	0.03	< 0.005	—	2.9
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.7	19	21	0.28	0.01	—	31

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	83	0.00	83	8.3	0.00	—	292
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	2.1	0.00	2.1	0.21	0.00	—	7.4
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	17	0.00	17	1.7	0.00	—	61
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	83	0.00	83	8.3	0.00	—	292

Recreati Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	2.1	0.00	2.1	0.21	0.00	—	7.4
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	17	0.00	17	1.7	0.00	—	61
Enclose d Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Recreati onal Swimmi ng Pool	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.03	0.00	—	1.2
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	2.9	0.00	2.9	0.29	0.00	—	10
Enclose d Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	17	0.00	17	1.7	0.00	—	60
-------	---	---	---	---	---	---	---	---	---	---	---	----	------	----	-----	------	---	----

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.2	4.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.2	4.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.70	0.70
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.8. 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)

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Paving	Linear, Paving	6/1/2027	7/12/2027	5.0	30	—
Demo and Trenching	Linear, Trenching	4/1/2027	6/23/2027	5.0	60	—
Demolition	Demolition	1/1/2027	3/31/2027	5.0	64	—
Site Preparation	Site Preparation	4/1/2027	5/31/2027	5.0	43	—
Grading	Grading	6/1/2027	9/30/2027	5.0	88	—
Infrastructure Improvements	Building Construction	10/1/2027	12/31/2027	5.0	66	—
Building Construction	Building Construction	1/1/2028	12/31/2029	5.0	521	—
Architectural Coating	Architectural Coating	6/1/2029	10/1/2029	5.0	87	—

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
Paving	Pavers	Diesel	Average	1.00	8.0	81	0.42
Paving	Paving Equipment	Diesel	Average	0.00	8.0	89	0.36
Paving	Rollers	Diesel	Average	1.00	8.0	36	0.38
Paving	Signal Boards	Electric	Average	0.00	8.0	6.0	0.82
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.0	84	0.37
Demo and Trenching	Trenchers	Diesel	Average	1.00	8.0	40	0.50
Demo and Trenching	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.0	84	0.37
Demolition	Tractors/Loaders/Back hoes	Diesel	Average	3.0	8.0	84	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.0	33	0.73
Site Preparation	Graders	Diesel	Average	1.00	8.0	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.0	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.0	84	0.37
Grading	Graders	Diesel	Average	1.00	8.0	148	0.41
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.0	7.0	84	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Infrastructure Improvements	Cranes	Diesel	Average	1.00	6.0	367	0.29
Infrastructure Improvements	Forklifts	Diesel	Average	1.00	6.0	82	0.20

Infrastructure Improvements	Generator Sets	Diesel	Average	1.00	8.0	14	0.74
Infrastructure Improvements	Tractors/Loaders/Back hoes	Diesel	Average	1.00	6.0	84	0.37
Infrastructure Improvements	Welders	Diesel	Average	3.0	8.0	46	0.45
Building Construction	Cranes	Diesel	Average	1.00	6.0	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.0	14	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	1.00	6.0	84	0.37
Building Construction	Welders	Diesel	Average	3.0	8.0	46	0.45
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.0	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Paving	Worker	7.5	19	LDA,LDT1,LDT2
Paving	Vendor	0.00	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Demo and Trenching	Worker	5.0	19	LDA,LDT1,LDT2
Demo and Trenching	Vendor	—	10	HHDT,MHDT
Demo and Trenching	Hauling	1.7	20	HHDT
Demo and Trenching	Onsite truck	—	—	HHDT
Demolition	Worker	13	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	14	20	HHDT
Demolition	Onsite truck	—	—	HHDT

Site Preparation	Worker	7.5	19	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	10.0	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	12	26	HHDT
Grading	Onsite truck	—	—	HHDT
Infrastructure Improvements	Worker	163	19	LDA,LDT1,LDT2
Infrastructure Improvements	Vendor	27	10	HHDT,MHDT
Infrastructure Improvements	Hauling	0.00	20	HHDT
Infrastructure Improvements	Onsite truck	—	—	HHDT
Building Construction	Worker	163	19	LDA,LDT1,LDT2
Building Construction	Vendor	27	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	Worker	65	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	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)
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Architectural Coating	50,690	16,897	5,234	1,483	1,960
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5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demo and Trenching	0.00	0.00	0.00	415	0.00
Demolition	0.00	0.00	0.00	3,532	0.00
Site Preparation	—	—	40	0.00	0.00
Grading	—	8,310	88	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	690	0.05	0.01
2028	0.00	690	0.05	0.01
2029	0.00	690	0.05	0.01

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	700	700	700	255,409	5,613	5,613	5,613	2,048,726
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	276	276	276	100,558	1,968	1,968	1,968	718,236
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	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

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Apartments Mid Rise	Wood Fireplaces	0	0
Apartments Mid Rise	Gas Fireplaces	0	0
Apartments Mid Rise	Propane Fireplaces	0	0
Apartments Mid Rise	Electric Fireplaces	209	209
Apartments Mid Rise	No Fireplaces	0	0
Apartments Mid Rise	Conventional Wood Stoves	0	0
Apartments Mid Rise	Catalytic Wood Stoves	0	0
Apartments Mid Rise	Non-Catalytic Wood Stoves	0	0
Apartments Mid Rise	Pellet Wood Stoves	0	0
Recreational Swimming Pool	Wood Fireplaces	0	0
Recreational Swimming Pool	Gas Fireplaces	0	0
Recreational Swimming Pool	Propane Fireplaces	0	0

Recreational Swimming Pool	Electric Fireplaces	0	0
Recreational Swimming Pool	No Fireplaces	0	0
Recreational Swimming Pool	Conventional Wood Stoves	0	0
Recreational Swimming Pool	Catalytic Wood Stoves	0	0
Recreational Swimming Pool	Non-Catalytic Wood Stoves	0	0
Recreational Swimming Pool	Pellet Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Wood Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Gas Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Propane Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Electric Fireplaces	0	0
High Turnover (Sit Down Restaurant)	No Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Conventional Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Catalytic Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Non-Catalytic Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Pellet Wood Stoves	0	0
Enclosed Parking with Elevator	Wood Fireplaces	0	0
Enclosed Parking with Elevator	Gas Fireplaces	0	0
Enclosed Parking with Elevator	Propane Fireplaces	0	0
Enclosed Parking with Elevator	Electric Fireplaces	0	0
Enclosed Parking with Elevator	No Fireplaces	0	0
Enclosed Parking with Elevator	Conventional Wood Stoves	0	0
Enclosed Parking with Elevator	Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Non-Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Pellet Wood Stoves	0	0
Other Non-Asphalt Surfaces	Wood Fireplaces	0	0
Other Non-Asphalt Surfaces	Gas Fireplaces	0	0
Other Non-Asphalt Surfaces	Propane Fireplaces	0	0
Other Non-Asphalt Surfaces	Electric Fireplaces	0	0

Other Non-Asphalt Surfaces	No Fireplaces	0	0
Other Non-Asphalt Surfaces	Conventional Wood Stoves	0	0
Other Non-Asphalt Surfaces	Catalytic Wood Stoves	0	0
Other Non-Asphalt Surfaces	Non-Catalytic Wood Stoves	0	0
Other Non-Asphalt Surfaces	Pellet Wood Stoves	0	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)
undefined	50,690	16,897	5,234	1,483	1,960

5.10.3. Landscape Equipment

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	687,691	690	0.0489	0.0069	0.00
Recreational Swimming Pool	10,151	690	0.0489	0.0069	0.00
High Turnover (Sit Down Restaurant)	88,102	690	0.0489	0.0069	256,244
Enclosed Parking with Elevator	96,848	690	0.0489	0.0069	0.00
Other Non-Asphalt Surfaces	0.00	690	0.0489	0.0069	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	7,790,224	128,884
Recreational Swimming Pool	40,454	0.00
High Turnover (Sit Down Restaurant)	821,059	0.00
Enclosed Parking with Elevator	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	155	0.00
Recreational Swimming Pool	3.9	0.00
High Turnover (Sit Down Restaurant)	32	0.00
Enclosed Parking with Elevator	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	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	2.5	2.5	10.0

Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.8	4.0	4.0	18
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

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
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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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	7.6	annual days of extreme heat
Extreme Precipitation	5.7	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ 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	1	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	1	1	1	2
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	43
AQ-PM	83
AQ-DPM	98
Drinking Water	93
Lead Risk Housing	97
Pesticides	0.00
Toxic Releases	84
Traffic	86
Effect Indicators	—
CleanUp Sites	80
Groundwater	0.00
Haz Waste Facilities/Generators	44
Impaired Water Bodies	0.00
Solid Waste	70
Sensitive Population	—
Asthma	44
Cardio-vascular	41
Low Birth Weights	91

Socioeconomic Factor Indicators	—
Education	94
Housing	97
Linguistic	98
Poverty	100
Unemployment	—

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	2.45091749
Employed	1.116386501
Median HI	4.786346721
Education	—
Bachelor's or higher	8.777107661
High school enrollment	100
Preschool enrollment	28.17913512
Transportation	—
Auto Access	1.270370846
Active commuting	97.40793019
Social	—
2-parent households	29.74464263
Voting	7.468240729
Neighborhood	—
Alcohol availability	10.13730271
Park access	8.507635057
Retail density	51.81573207

Supermarket access	94.25125112
Tree canopy	30.41190812
Housing	—
Homeownership	5.094315411
Housing habitability	1.860644168
Low-inc homeowner severe housing cost burden	4.824842808
Low-inc renter severe housing cost burden	32.93981779
Uncrowded housing	0.628769408
Health Outcomes	—
Insured adults	2.887206467
Arthritis	19.5
Asthma ER Admissions	55.2
High Blood Pressure	9.1
Cancer (excluding skin)	85.3
Asthma	2.1
Coronary Heart Disease	6.2
Chronic Obstructive Pulmonary Disease	1.9
Diagnosed Diabetes	1.0
Life Expectancy at Birth	42.2
Cognitively Disabled	5.5
Physically Disabled	12.7
Heart Attack ER Admissions	80.0
Mental Health Not Good	0.7
Chronic Kidney Disease	5.2
Obesity	0.2
Pedestrian Injuries	98.6
Physical Health Not Good	0.3
Stroke	2.6

Health Risk Behaviors	—
Binge Drinking	91.0
Current Smoker	0.7
No Leisure Time for Physical Activity	1.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	53.3
Elderly	80.0
English Speaking	3.0
Foreign-born	73.0
Outdoor Workers	32.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	1.0
Traffic Density	97.2
Traffic Access	87.4
Other Indices	—
Hardship	99.3
Other Decision Support	—
2016 Voting	0.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	96
Healthy Places Index Score for Project Location (b)	1.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Per Site Plan
Construction: Construction Phases	Per Project Schedule Off-Site utility undergrounding
Construction: Off-Road Equipment	Off-Site Utility Undergrounding
Construction: Demolition	Demolition of existing on-site structures - approx 3532 tons Off-Site Utility Improvements - approx 415 tons of demo
Construction: Trips and VMT	Spoil export to 11211 W Gladstone Street, Azusa
Operations: Vehicle Data	Trip Rates per Traffic Study and include reductions for transit/walk and internal capture. 100% trips primary as reductions already accounted for in rate. Weekend rates were adjusted based on the rate at which Project weekday rates differ from default value.
Operations: Hearths	No wood-burning or natural gas
Operations: Energy Use	Pool - electricity required for heating based on 0.496 kwh/gal/year Residential use - no natural gas

3800 S Figueroa - Tier 4 Detailed Report

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3.11. Infrastructure Improvements (2027) - Unmitigated

3.13. Building Construction (2028) - Unmitigated

3.15. Building Construction (2029) - Unmitigated

3.17. Architectural Coating (2029) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

8.1. Justifications

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	3800 S Figueroa - Tier 4
Construction Start Date	1/1/2027
Operational Year	2030
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18
Location	3800 S Figueroa St, Los Angeles, CA 90037, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4225
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.35

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	209	Dwelling Unit	0.67	25,032	7,519	—	619	—

Recreational Swimming Pool	0.68	1000sqft	0.00	684	0.00	—	—	—
High Turnover (Sit Down Restaurant)	2.7	1000sqft	0.06	2,705	0.00	—	—	—
Enclosed Parking with Elevator	26	1000sqft	0.60	26,236	0.00	—	—	—
Other Non-Asphalt Surfaces	0.15	Acre	0.15	0.00	0.00	—	—	—
Road Construction	0.17	Mile	0.25	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.4	3.3	5.7	25	0.04	0.08	3.2	3.3	0.08	1.1	1.1	—	5,651	5,651	0.22	0.24	9.5	5,735
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.3	3.2	5.8	22	0.03	0.06	3.2	3.3	0.06	0.76	0.80	—	5,500	5,500	0.15	0.24	0.25	5,575
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.2	1.1	3.7	14	0.02	0.04	1.9	1.9	0.04	0.48	0.52	—	3,511	3,511	0.10	0.15	2.5	3,562
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	0.21	0.68	2.6	< 0.005	0.01	0.34	0.35	0.01	0.09	0.10	—	581	581	0.02	0.03	0.42	590

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.54	0.47	4.7	25	0.04	0.08	2.5	2.6	0.08	1.1	1.1	—	5,140	5,140	0.22	0.23	3.4	5,217
2028	0.89	0.78	5.0	20	0.03	0.04	2.4	2.4	0.04	0.56	0.60	—	4,740	4,740	0.12	0.21	8.1	4,812
2029	3.4	3.3	5.7	24	0.03	0.04	3.2	3.3	0.04	0.76	0.80	—	5,651	5,651	0.14	0.24	9.5	5,735
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.90	0.79	5.2	19	0.03	0.06	2.4	2.4	0.06	0.56	0.60	—	4,686	4,686	0.15	0.21	0.23	4,751
2028	0.88	0.77	5.1	19	0.03	0.04	2.4	2.4	0.04	0.56	0.60	—	4,630	4,630	0.13	0.21	0.21	4,695
2029	3.3	3.2	5.8	22	0.03	0.04	3.2	3.3	0.04	0.76	0.80	—	5,500	5,500	0.14	0.24	0.25	5,575
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.36	0.31	2.6	12	0.02	0.04	1.4	1.4	0.04	0.48	0.52	—	2,785	2,785	0.10	0.12	1.2	2,825
2028	0.63	0.55	3.6	14	0.02	0.03	1.7	1.7	0.03	0.40	0.43	—	3,337	3,337	0.09	0.15	2.5	3,386
2029	1.2	1.1	3.7	14	0.02	0.03	1.9	1.9	0.03	0.44	0.47	—	3,511	3,511	0.09	0.15	2.5	3,562
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.07	0.06	0.47	2.3	< 0.005	0.01	0.26	0.26	0.01	0.09	0.10	—	461	461	0.02	0.02	0.20	468
2028	0.12	0.10	0.66	2.5	< 0.005	< 0.005	0.31	0.31	< 0.005	0.07	0.08	—	553	553	0.02	0.02	0.42	561
2029	0.21	0.21	0.68	2.6	< 0.005	< 0.005	0.34	0.35	< 0.005	0.08	0.09	—	581	581	0.02	0.03	0.41	590

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.9	4.5	1.9	35	0.06	0.04	5.4	5.4	0.04	1.4	1.4	119	9,048	9,167	12	0.29	17	9,583
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.6	3.3	2.0	20	0.05	0.04	5.4	5.4	0.03	1.4	1.4	119	8,782	8,901	12	0.30	4.7	9,308
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.4	4.1	2.1	30	0.05	0.04	5.3	5.4	0.04	1.3	1.4	119	7,413	7,532	12	0.29	9.8	7,937
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.81	0.75	0.38	5.4	0.01	0.01	0.97	0.98	0.01	0.25	0.25	20	1,227	1,247	2.1	0.05	1.6	1,314

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.9	2.7	1.8	22	0.05	0.03	5.4	5.4	0.03	1.4	1.4	—	5,583	5,583	0.26	0.22	12	5,667
Area	2.0	1.9	0.12	13	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	1,600	1,600	0.11	0.02	—	1,608
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,752	1,752	0.13	0.02	—	1,760
Water	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Waste	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Total	4.9	4.5	1.9	35	0.06	0.04	5.4	5.4	0.04	1.4	1.4	119	9,048	9,167	12	0.29	17	9,583
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	2.9	2.6	1.9	20	0.05	0.03	5.4	5.4	0.03	1.4	1.4	—	5,354	5,354	0.27	0.23	0.32	5,429
Area	0.65	0.65	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	1,563	1,563	0.11	0.02	—	1,571
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,752	1,752	0.13	0.02	—	1,760
Water	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Waste	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Total	3.6	3.3	2.0	20	0.05	0.04	5.4	5.4	0.03	1.4	1.4	119	8,782	8,901	12	0.30	4.7	9,308
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.9	2.6	1.9	20	0.05	0.03	5.3	5.3	0.03	1.3	1.4	—	5,416	5,416	0.27	0.23	5.4	5,496
Area	1.5	1.5	0.08	9.0	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	132	132	0.01	< 0.005	—	133
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	1,752	1,752	0.13	0.02	—	1,760
Water	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Waste	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Total	4.4	4.1	2.1	30	0.05	0.04	5.3	5.4	0.04	1.3	1.4	119	7,413	7,532	12	0.29	9.8	7,937
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.52	0.48	0.35	3.7	0.01	0.01	0.97	0.98	0.01	0.25	0.25	—	897	897	0.04	0.04	0.89	910
Area	0.28	0.27	0.02	1.6	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	22	22	< 0.005	< 0.005	—	22
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	290	290	0.02	< 0.005	—	291
Water	—	—	—	—	—	—	—	—	—	—	—	2.7	19	21	0.28	0.01	—	31
Waste	—	—	—	—	—	—	—	—	—	—	—	17	0.00	17	1.7	0.00	—	60
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73
Total	0.81	0.75	0.38	5.4	0.01	0.01	0.97	0.98	0.01	0.25	0.25	20	1,227	1,247	2.1	0.05	1.6	1,314

3. Construction Emissions Details

3.1. Paving (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.96	5.2	0.01	0.01	—	0.01	0.01	—	0.01	—	747	747	0.03	0.01	—	750
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	61	61	< 0.005	< 0.005	—	62
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10	10	< 0.005	< 0.005	—	10
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.45	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	100	100	< 0.005	< 0.005	0.31	101
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.9	7.9	< 0.005	< 0.005	0.01	8.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.3	1.3	< 0.005	< 0.005	< 0.005	1.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Demo and Trenching (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.06	0.06	1.1	3.5	< 0.005	0.01	—	0.01	0.01	—	0.01	—	498	498	0.02	< 0.005	—	499
Demoliti on	—	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.18	0.57	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	82	82	< 0.005	< 0.005	—	82
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14	14	< 0.005	< 0.005	—	14
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	66	66	< 0.005	< 0.005	0.21	67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	116	116	0.01	0.02	0.25	122
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11	11	< 0.005	< 0.005	0.01	11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19	19	< 0.005	< 0.005	0.02	20

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.7	1.7	< 0.005	< 0.005	< 0.005	1.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.1	3.1	< 0.005	< 0.005	< 0.005	3.3

3.5. Demolition (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.25	2.3	15	0.02	0.05	—	0.05	0.05	—	0.05	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.72	0.72	—	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	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.40	2.6	< 0.005	0.01	—	0.01	0.01	—	0.01	—	437	437	0.02	< 0.005	—	439
Demolition	—	—	—	—	—	—	0.13	0.13	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.07	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	72	72	< 0.005	< 0.005	—	73
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.64	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	157	157	< 0.005	0.01	0.01	159
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	0.01	1.1	0.44	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	920	920	0.05	0.15	0.05	966
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28	28	< 0.005	< 0.005	0.04	28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.20	0.08	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	161	161	0.01	0.03	0.15	169
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.6	4.6	< 0.005	< 0.005	0.01	4.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27	27	< 0.005	< 0.005	0.02	28

3.7. Site Preparation (2027) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.19	1.0	12	0.02	0.04	—	0.04	0.04	—	0.04	—	2,065	2,065	0.08	0.02	—	2,072
Dust From Material Movement	—	—	—	—	—	—	1.6	1.6	—	0.78	0.78	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.12	1.4	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	243	243	0.01	< 0.005	—	244
Dust From Material Movement	—	—	—	—	—	—	0.19	0.19	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	40	40	< 0.005	< 0.005	—	40
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.45	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	100	100	< 0.005	< 0.005	0.31	101
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11	11	< 0.005	< 0.005	0.02	11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.9	1.9	< 0.005	< 0.005	< 0.005	1.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Grading (2027) - Unmitigated

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

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

Off-Road Equipment	0.23	0.23	1.2	14	0.02	0.05	—	0.05	0.05	—	0.05	—	2,455	2,455	0.10	0.02	—	2,464
Dust From Material Movement	—	—	—	—	—	—	1.8	1.8	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.29	3.4	0.01	0.01	—	0.01	0.01	—	0.01	—	592	592	0.02	< 0.005	—	594
Dust From Material Movement	—	—	—	—	—	—	0.44	0.44	—	0.21	0.21	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.63	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	98	98	< 0.005	< 0.005	—	98
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.60	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	133	133	0.01	< 0.005	0.41	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	0.01	1.2	0.45	0.01	0.01	0.29	0.30	0.01	0.08	0.09	—	1,025	1,025	0.05	0.17	2.2	1,078
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31	31	< 0.005	< 0.005	0.04	31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.30	0.11	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	247	247	0.01	0.04	0.23	260
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.1	5.1	< 0.005	< 0.005	0.01	5.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	41	41	< 0.005	0.01	0.04	43

3.11. Infrastructure Improvements (2027) - Unmitigated

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

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

Off-Road Equipm ent	0.20	0.20	3.5	10	0.02	0.03	—	0.03	0.03	—	0.03	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.04	0.04	0.64	1.9	< 0.005	0.01	—	0.01	0.01	—	0.01	—	326	326	0.01	< 0.005	—	327
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.01	0.01	0.12	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	54	54	< 0.005	< 0.005	—	54
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.57	0.70	8.3	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,053	2,053	0.03	0.08	0.17	2,077
Vendor	0.05	0.02	0.93	0.44	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	832	832	0.04	0.11	0.06	867
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.13	1.6	0.00	0.00	0.38	0.38	0.00	0.09	0.09	—	377	377	0.01	0.01	0.53	381
Vendor	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	150	150	0.01	0.02	0.17	157

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	62	62	< 0.005	< 0.005	0.09	63
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25	25	< 0.005	< 0.005	0.03	26
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Building Construction (2028) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.20	3.5	10	0.02	0.03	—	0.03	0.03	—	0.03	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.20	3.5	10	0.02	0.03	—	0.03	0.03	—	0.03	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	2.5	7.5	0.01	0.02	—	0.02	0.02	—	0.02	—	1,290	1,290	0.05	0.01	—	1,295

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.46	1.4	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	214	214	0.01	< 0.005	—	214
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.56	0.55	9.2	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,126	2,126	0.02	0.08	6.1	2,156
Vendor	0.05	0.02	0.85	0.41	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	812	812	0.03	0.11	2.1	849
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.55	0.63	7.8	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,016	2,016	0.03	0.08	0.16	2,040
Vendor	0.05	0.02	0.89	0.42	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	813	813	0.03	0.11	0.05	848
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.39	0.45	5.9	0.00	0.00	1.5	1.5	0.00	0.35	0.35	—	1,465	1,465	0.02	0.06	1.9	1,484
Vendor	0.04	0.01	0.64	0.29	< 0.005	< 0.005	0.17	0.17	< 0.005	0.05	0.05	—	582	582	0.02	0.08	0.63	608
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.1	0.00	0.00	0.28	0.28	0.00	0.06	0.06	—	243	243	< 0.005	0.01	0.31	246
Vendor	0.01	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	96	96	< 0.005	0.01	0.10	101
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Building Construction (2029) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.20	3.5	10	0.02	0.03	—	0.03	0.03	—	0.03	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.20	3.5	10	0.02	0.03	—	0.03	0.03	—	0.03	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	2.5	7.5	0.01	0.02	—	0.02	0.02	—	0.02	—	1,286	1,286	0.05	0.01	—	1,291
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.46	1.4	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	213	213	0.01	< 0.005	—	214

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.54	0.48	8.6	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,090	2,090	0.02	0.08	5.4	2,119
Vendor	0.05	0.02	0.81	0.39	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	791	791	0.03	0.11	1.9	827
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.53	0.56	7.3	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	1,982	1,982	0.03	0.08	0.14	2,006
Vendor	0.05	0.02	0.85	0.40	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	791	791	0.03	0.11	0.05	826
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.37	0.40	5.5	0.00	0.00	1.5	1.5	0.00	0.35	0.35	—	1,437	1,437	0.02	0.06	1.7	1,455
Vendor	0.04	0.01	0.61	0.28	< 0.005	< 0.005	0.16	0.17	< 0.005	0.05	0.05	—	565	565	0.02	0.08	0.60	590
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.07	0.99	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	238	238	< 0.005	0.01	0.28	241
Vendor	0.01	< 0.005	0.11	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	94	94	< 0.005	0.01	0.10	98
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Architectural Coating (2029) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	2.3	2.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	2.3	2.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.15	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32	32	< 0.005	< 0.005	—	32
Architectural Coatings	0.54	0.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.3	5.3	< 0.005	< 0.005	—	5.3
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.21	0.19	3.4	0.00	0.00	0.85	0.85	0.00	0.20	0.20	—	836	836	0.01	0.03	2.2	848
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.21	0.22	2.9	0.00	0.00	0.85	0.85	0.00	0.20	0.20	—	793	793	0.01	0.03	0.06	802
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.73	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	192	192	< 0.005	0.01	0.22	194
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	32	32	< 0.005	< 0.005	0.04	32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	2.1	1.9	1.3	16	0.04	0.02	4.0	4.0	0.02	1.0	1.0	—	4,130	4,130	0.19	0.16	9.2	4,192
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0.81	0.74	0.47	5.7	0.01	0.01	1.4	1.4	0.01	0.35	0.36	—	1,453	1,453	0.07	0.06	3.2	1,475
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.9	2.7	1.8	22	0.05	0.03	5.4	5.4	0.03	1.4	1.4	—	5,583	5,583	0.26	0.22	12	5,667
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Mid Rise	2.1	1.9	1.4	15	0.04	0.02	4.0	4.0	0.02	1.0	1.0	—	3,960	3,960	0.20	0.17	0.24	4,016
Recreati onal Swimmi ng Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0.80	0.73	0.51	5.3	0.01	0.01	1.4	1.4	0.01	0.35	0.36	—	1,393	1,393	0.07	0.06	0.08	1,413
Enclose d Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.9	2.6	1.9	20	0.05	0.03	5.4	5.4	0.03	1.4	1.4	—	5,354	5,354	0.27	0.23	0.32	5,429
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.38	0.34	0.26	2.7	0.01	< 0.005	0.72	0.72	< 0.005	0.18	0.19	—	663	663	0.03	0.03	0.66	673
Recreati onal Swimmi ng Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	0.15	0.13	0.09	0.99	< 0.005	< 0.005	0.25	0.25	< 0.005	0.06	0.07	—	233	233	0.01	0.01	0.23	237

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.52	0.48	0.35	3.7	0.01	0.01	0.97	0.98	0.01	0.25	0.25	—	897	897	0.04	0.04	0.89	910

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,301	1,301	0.09	0.01	—	1,307
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	19	19	< 0.005	< 0.005	—	19
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	167	167	0.01	< 0.005	—	167
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	183	183	0.01	< 0.005	—	184

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,670	1,670	0.12	0.02	—	1,678
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,301	1,301	0.09	0.01	—	1,307
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	19	19	< 0.005	< 0.005	—	19
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	167	167	0.01	< 0.005	—	167
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	183	183	0.01	< 0.005	—	184
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,670	1,670	0.12	0.02	—	1,678
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	215	215	0.02	< 0.005	—	216
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	3.2	3.2	< 0.005	< 0.005	—	3.2

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	28	28	< 0.005	< 0.005	—	28
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	30	30	< 0.005	< 0.005	—	30
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	276	276	0.02	< 0.005	—	278

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
High Turnover (Sit Down Restaurant)	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	0.01	< 0.005	—	82

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	0.01	< 0.005	—	82
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
High Turnover (Sit Down Restaurant)	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	0.01	< 0.005	—	82
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	0.01	< 0.005	—	82
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
High Turnover (Sit Down Restaurant)	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14	14	< 0.005	< 0.005	—	14
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14	14	< 0.005	< 0.005	—	14

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	1,563	1,563	0.11	0.02	—	1,571
Consumer Products	0.60	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	1.3	1.2	0.12	13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37	37	< 0.005	< 0.005	—	37
Total	2.0	1.9	0.12	13	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	1,600	1,600	0.11	0.02	—	1,608
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	1,563	1,563	0.11	0.02	—	1,571
Consumer Products	0.60	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.65	0.65	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	1,563	1,563	0.11	0.02	—	1,571
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	18	18	< 0.005	< 0.005	—	18
Consumer Products	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.16	0.15	0.02	1.6	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.2	4.2	< 0.005	< 0.005	—	4.2
Total	0.28	0.27	0.02	1.6	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	22	22	< 0.005	< 0.005	—	22

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	15	102	117	1.5	0.04	—	166
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.08	0.52	0.60	0.01	< 0.005	—	0.86
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	1.6	11	12	0.16	< 0.005	—	17
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	15	102	117	1.5	0.04	—	166
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.08	0.52	0.60	0.01	< 0.005	—	0.86

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	1.6	11	12	0.16	< 0.005	—	17
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	17	113	129	1.7	0.04	—	184
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.5	17	19	0.25	0.01	—	28
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.01	0.09	0.10	< 0.005	< 0.005	—	0.14
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	0.26	1.8	2.0	0.03	< 0.005	—	2.9
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.7	19	21	0.28	0.01	—	31

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	83	0.00	83	8.3	0.00	—	292
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	2.1	0.00	2.1	0.21	0.00	—	7.4
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	17	0.00	17	1.7	0.00	—	61
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	83	0.00	83	8.3	0.00	—	292

Recreati Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	2.1	0.00	2.1	0.21	0.00	—	7.4
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	17	0.00	17	1.7	0.00	—	61
Enclose d Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10	0.00	—	360
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	14	0.00	14	1.4	0.00	—	48
Recreati onal Swimmi ng Pool	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.03	0.00	—	1.2
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	2.9	0.00	2.9	0.29	0.00	—	10
Enclose d Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	17	0.00	17	1.7	0.00	—	60
-------	---	---	---	---	---	---	---	---	---	---	---	----	------	----	-----	------	---	----

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.2	4.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.18	0.18
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.2	4.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.4	4.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.70	0.70
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.73	0.73

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.8. 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)

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Paving	Linear, Paving	6/1/2027	7/12/2027	5.0	30	—
Demo and Trenching	Linear, Trenching	4/1/2027	6/23/2027	5.0	60	—
Demolition	Demolition	1/1/2027	3/31/2027	5.0	64	—
Site Preparation	Site Preparation	4/1/2027	5/31/2027	5.0	43	—
Grading	Grading	6/1/2027	9/30/2027	5.0	88	—
Infrastructure Improvements	Building Construction	10/1/2027	12/31/2027	5.0	66	—
Building Construction	Building Construction	1/1/2028	12/31/2029	5.0	521	—
Architectural Coating	Architectural Coating	6/1/2029	10/1/2029	5.0	87	—

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
Paving	Pavers	Diesel	Tier 4 Final	1.00	8.0	81	0.42
Paving	Rollers	Diesel	Tier 4 Final	1.00	8.0	36	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	1.00	8.0	84	0.37
Demo and Trenching	Trenchers	Diesel	Tier 4 Final	1.00	8.0	40	0.50
Demo and Trenching	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	1.00	8.0	84	0.37
Demolition	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	3.0	8.0	84	0.37
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.0	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.0	33	0.73
Site Preparation	Graders	Diesel	Tier 4 Final	1.00	8.0	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	7.0	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	1.00	8.0	84	0.37
Grading	Graders	Diesel	Tier 4 Final	1.00	8.0	148	0.41
Grading	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	2.0	7.0	84	0.37
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.0	367	0.40
Infrastructure Improvements	Cranes	Diesel	Tier 4 Final	1.00	6.0	367	0.29
Infrastructure Improvements	Forklifts	Diesel	Tier 4 Final	1.00	6.0	82	0.20
Infrastructure Improvements	Generator Sets	Diesel	Tier 4 Final	1.00	8.0	14	0.74
Infrastructure Improvements	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	1.00	6.0	84	0.37

Infrastructure Improvements	Welders	Diesel	Tier 4 Final	3.0	8.0	46	0.45
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	6.0	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	1.00	6.0	82	0.20
Building Construction	Generator Sets	Diesel	Tier 4 Final	1.00	8.0	14	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Tier 4 Final	1.00	6.0	84	0.37
Building Construction	Welders	Diesel	Tier 4 Final	3.0	8.0	46	0.45
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.0	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Paving	Worker	7.5	19	LDA,LDT1,LDT2
Paving	Vendor	0.00	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Demo and Trenching	Worker	5.0	19	LDA,LDT1,LDT2
Demo and Trenching	Vendor	—	10	HHDT,MHDT
Demo and Trenching	Hauling	1.7	20	HHDT
Demo and Trenching	Onsite truck	—	—	HHDT
Demolition	Worker	13	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	14	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	7.5	19	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT

Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	10.0	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	12	26	HHDT
Grading	Onsite truck	—	—	HHDT
Infrastructure Improvements	Worker	163	19	LDA,LDT1,LDT2
Infrastructure Improvements	Vendor	27	10	HHDT,MHDT
Infrastructure Improvements	Hauling	0.00	20	HHDT
Infrastructure Improvements	Onsite truck	—	—	HHDT
Building Construction	Worker	163	19	LDA,LDT1,LDT2
Building Construction	Vendor	27	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	Worker	65	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	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	50,690	16,897	5,234	1,483	1,960

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demo and Trenching	0.00	0.00	0.00	415	0.00
Demolition	0.00	0.00	0.00	3,532	0.00
Site Preparation	—	—	40	0.00	0.00
Grading	—	8,310	88	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	690	0.05	0.01
2028	0.00	690	0.05	0.01
2029	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VTM/Weekday	VTM/Saturday	VTM/Sunday	VTM/Year
Apartments Mid Rise	700	700	700	255,409	5,613	5,613	5,613	2,048,726

Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Turnover (Sit Down Restaurant)	276	276	276	100,558	1,968	1,968	1,968	718,236
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	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

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Apartments Mid Rise	Wood Fireplaces	0	0
Apartments Mid Rise	Gas Fireplaces	0	0
Apartments Mid Rise	Propane Fireplaces	0	0
Apartments Mid Rise	Electric Fireplaces	209	209
Apartments Mid Rise	No Fireplaces	0	0
Apartments Mid Rise	Conventional Wood Stoves	0	0
Apartments Mid Rise	Catalytic Wood Stoves	0	0
Apartments Mid Rise	Non-Catalytic Wood Stoves	0	0
Apartments Mid Rise	Pellet Wood Stoves	0	0
Recreational Swimming Pool	Wood Fireplaces	0	0
Recreational Swimming Pool	Gas Fireplaces	0	0
Recreational Swimming Pool	Propane Fireplaces	0	0
Recreational Swimming Pool	Electric Fireplaces	0	0
Recreational Swimming Pool	No Fireplaces	0	0
Recreational Swimming Pool	Conventional Wood Stoves	0	0
Recreational Swimming Pool	Catalytic Wood Stoves	0	0
Recreational Swimming Pool	Non-Catalytic Wood Stoves	0	0

Recreational Swimming Pool	Pellet Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Wood Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Gas Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Propane Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Electric Fireplaces	0	0
High Turnover (Sit Down Restaurant)	No Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Conventional Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Catalytic Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Non-Catalytic Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Pellet Wood Stoves	0	0
Enclosed Parking with Elevator	Wood Fireplaces	0	0
Enclosed Parking with Elevator	Gas Fireplaces	0	0
Enclosed Parking with Elevator	Propane Fireplaces	0	0
Enclosed Parking with Elevator	Electric Fireplaces	0	0
Enclosed Parking with Elevator	No Fireplaces	0	0
Enclosed Parking with Elevator	Conventional Wood Stoves	0	0
Enclosed Parking with Elevator	Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Non-Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Pellet Wood Stoves	0	0
Other Non-Asphalt Surfaces	Wood Fireplaces	0	0
Other Non-Asphalt Surfaces	Gas Fireplaces	0	0
Other Non-Asphalt Surfaces	Propane Fireplaces	0	0
Other Non-Asphalt Surfaces	Electric Fireplaces	0	0
Other Non-Asphalt Surfaces	No Fireplaces	0	0
Other Non-Asphalt Surfaces	Conventional Wood Stoves	0	0
Other Non-Asphalt Surfaces	Catalytic Wood Stoves	0	0
Other Non-Asphalt Surfaces	Non-Catalytic Wood Stoves	0	0
Other Non-Asphalt Surfaces	Pellet Wood Stoves	0	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)
undefined	50,690	16,897	5,234	1,483	1,960

5.10.3. Landscape Equipment

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	687,691	690	0.0489	0.0069	0.00
Recreational Swimming Pool	10,151	690	0.0489	0.0069	0.00
High Turnover (Sit Down Restaurant)	88,102	690	0.0489	0.0069	256,244
Enclosed Parking with Elevator	96,848	690	0.0489	0.0069	0.00
Other Non-Asphalt Surfaces	0.00	690	0.0489	0.0069	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	7,790,224	128,884

Recreational Swimming Pool	40,454	0.00
High Turnover (Sit Down Restaurant)	821,059	0.00
Enclosed Parking with Elevator	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	155	0.00
Recreational Swimming Pool	3.9	0.00
High Turnover (Sit Down Restaurant)	32	0.00
Enclosed Parking with Elevator	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	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	2.5	2.5	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.8	4.0	4.0	18
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

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
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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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	7.6	annual days of extreme heat
Extreme Precipitation	5.7	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ 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	1	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	1	1	1	2
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	43
AQ-PM	83
AQ-DPM	98
Drinking Water	93
Lead Risk Housing	97
Pesticides	0.00
Toxic Releases	84
Traffic	86
Effect Indicators	—
CleanUp Sites	80
Groundwater	0.00
Haz Waste Facilities/Generators	44
Impaired Water Bodies	0.00
Solid Waste	70
Sensitive Population	—
Asthma	44
Cardio-vascular	41
Low Birth Weights	91
Socioeconomic Factor Indicators	—
Education	94
Housing	97
Linguistic	98
Poverty	100
Unemployment	—

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	2.45091749
Employed	1.116386501
Median HI	4.786346721
Education	—
Bachelor's or higher	8.777107661
High school enrollment	100
Preschool enrollment	28.17913512
Transportation	—
Auto Access	1.270370846
Active commuting	97.40793019
Social	—
2-parent households	29.74464263
Voting	7.468240729
Neighborhood	—
Alcohol availability	10.13730271
Park access	8.507635057
Retail density	51.81573207
Supermarket access	94.25125112
Tree canopy	30.41190812
Housing	—
Homeownership	5.094315411
Housing habitability	1.860644168
Low-inc homeowner severe housing cost burden	4.824842808
Low-inc renter severe housing cost burden	32.93981779

Uncrowded housing	0.628769408
Health Outcomes	—
Insured adults	2.887206467
Arthritis	19.5
Asthma ER Admissions	55.2
High Blood Pressure	9.1
Cancer (excluding skin)	85.3
Asthma	2.1
Coronary Heart Disease	6.2
Chronic Obstructive Pulmonary Disease	1.9
Diagnosed Diabetes	1.0
Life Expectancy at Birth	42.2
Cognitively Disabled	5.5
Physically Disabled	12.7
Heart Attack ER Admissions	80.0
Mental Health Not Good	0.7
Chronic Kidney Disease	5.2
Obesity	0.2
Pedestrian Injuries	98.6
Physical Health Not Good	0.3
Stroke	2.6
Health Risk Behaviors	—
Binge Drinking	91.0
Current Smoker	0.7
No Leisure Time for Physical Activity	1.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	53.3
Elderly	80.0
English Speaking	3.0
Foreign-born	73.0
Outdoor Workers	32.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	1.0
Traffic Density	97.2
Traffic Access	87.4
Other Indices	—
Hardship	99.3
Other Decision Support	—
2016 Voting	0.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	96
Healthy Places Index Score for Project Location (b)	1.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Per Site Plan
Construction: Construction Phases	Per Project Schedule Off-Site utility undergrounding
Construction: Off-Road Equipment	PDF-AQ-1 Tier 4 Final equipment
Construction: Demolition	Demolition of existing on-site structures - approx 3532 tons Off-Site Utility Improvements - approx 415 tons of demo
Construction: Trips and VMT	Spoil export to 11211 W Gladstone Street, Azusa
Operations: Vehicle Data	Trip Rates per Traffic Study and include reductions for transit/walk and internal capture. 100% trips primary as reductions already accounted for in rate. Weekend rates were adjusted based on the rate at which Project weekday rates differ from default value.
Operations: Hearths	No wood-burning or natural gas
Operations: Energy Use	Pool - electricity required for heating based on 0.496 kwh/gal/year Residential use - no natural gas

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5. Activity Data

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5. Activity Data

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	686,250	690	0.0489	0.0069	2,074,400
Recreational Swimming Pool	100,976	690	0.0489	0.0069	0.00
High Turnover (Sit Down Restaurant)	88,102	690	0.0489	0.0069	256,244
Enclosed Parking with Elevator	96,848	690	0.0489	0.0069	0.00
Other Non-Asphalt Surfaces	0.00	690	0.0489	0.0069	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	687,691	690	0.0489	0.0069	0.00
Recreational Swimming Pool	100,976	690	0.0489	0.0069	0.00
High Turnover (Sit Down Restaurant)	88,102	690	0.0489	0.0069	256,244
Enclosed Parking with Elevator	96,848	690	0.0489	0.0069	0.00
Other Non-Asphalt Surfaces	0.00	690	0.0489	0.0069	0.00