

Appendix B

Air Quality Assessment



Air Quality Assessment

3822 Figueroa Project

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TABLE OF CONTENTS

1.0 INTRODUCTION	1
1.1 Project Location	1
1.2 Project Description	1
1.3 Open Space and Landscaping	2
1.4 Project Design Features	2
2.0 ENVIRONMENTAL SETTING	6
2.1 Climate and Meteorology	6
2.2 Air Pollutants of Concern	7
2.3 Sensitive Receptors	10
3.0 REGULATORY SETTING	11
3.1 Federal	11
3.2 State of California	11
3.3 Regional	13
3.4 Local	16
4.0 SIGNIFICANCE CRITERIA AND METHODOLOGY	19
4.1 Air Quality Thresholds	19
4.2 Methodology	21
5.0 POTENTIAL IMPACTS AND MITIGATION	23
5.1 Air Quality Analysis	23
5.2 Cumulative Impacts	46
6.0 REFERENCES	48

Figures

Figure 1: Regional Map	3
Figure 2: Aerial of the Project Site	4
Figure 3: Conceptual Site Plan	5

Tables

Table 1: Air Contaminants and Associated Public Health Concerns	7
Table 2: Ambient Air Quality Data	9
Table 3: Sensitive Receptors	10
Table 4: State and Federal Ambient Air Quality Standards	12
Table 5: South Coast Air Basin Attainment Status	14
Table 6: South Coast Air Quality Management District Emissions Thresholds	19
Table 7: Local Significance Thresholds for Construction/Operations	21
Table 8: Project Consistency with City of Los Angeles General Plan (Air Quality Element)	27
Table 9: Estimate of Maximum Regional Project Daily Construction Pollutant Emissions	33
Table 10: Operational Criteria Pollutant Emissions	35

Table 11: Equipment-Specific Grading Rates.....39

Table 12: Localized Significance of Construction Emissions 40

Table 13: Localized Significance of Operational Emissions 42

Appendices

Appendix A: Air Quality Modeling Data

LIST OF ABBREVIATED TERMS

AQMP	Air Quality Management Plan
AB	Assembly Bill
ADT	Average Daily Traffic
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CCAA	California Clean Air Act
CalEEMod	California Emissions Estimator Model
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CO	Carbon monoxide
cy	cubic yards
DPM	Diesel particulate matter
FCAA	Federal Clean Air Act
H ₂ S	Hydrogen sulfide
Pb	Lead
LST	Localized significance threshold
µg/m ³	Micrograms per cubic meter
mg/m ³	Milligrams per cubic meter
NAAQS	National Ambient Air Quality Standards
NO ₂	Nitrogen dioxide
NO _x	Nitrogen oxide
O ₃	Ozone
PM ₁₀	Particulate matter less than 10 microns in diameter
PM _{2.5}	Particulate matter less than 2.5 microns in diameter
ppm	Parts per million
ROG	Reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SRA	Source receptor area
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
sf	Square foot
SO ₄₋₂	Sulfates
SO ₂	Sulfur dioxide
TAC	Toxic air contaminant
U.S. EPA	U.S. Environmental Protection Agency
C ₂ H ₃ Cl	Vinyl chloride
VOC	Volatile organic compound

1.0 INTRODUCTION

This report documents the results of an Air Quality Assessment completed for the 3822 Figueroa Project (“Project” or “proposed Project”). This Air Quality Assessment evaluates the potential construction and operational air emissions associated with the Project and determines the potential level of impact the Project’s 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 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.

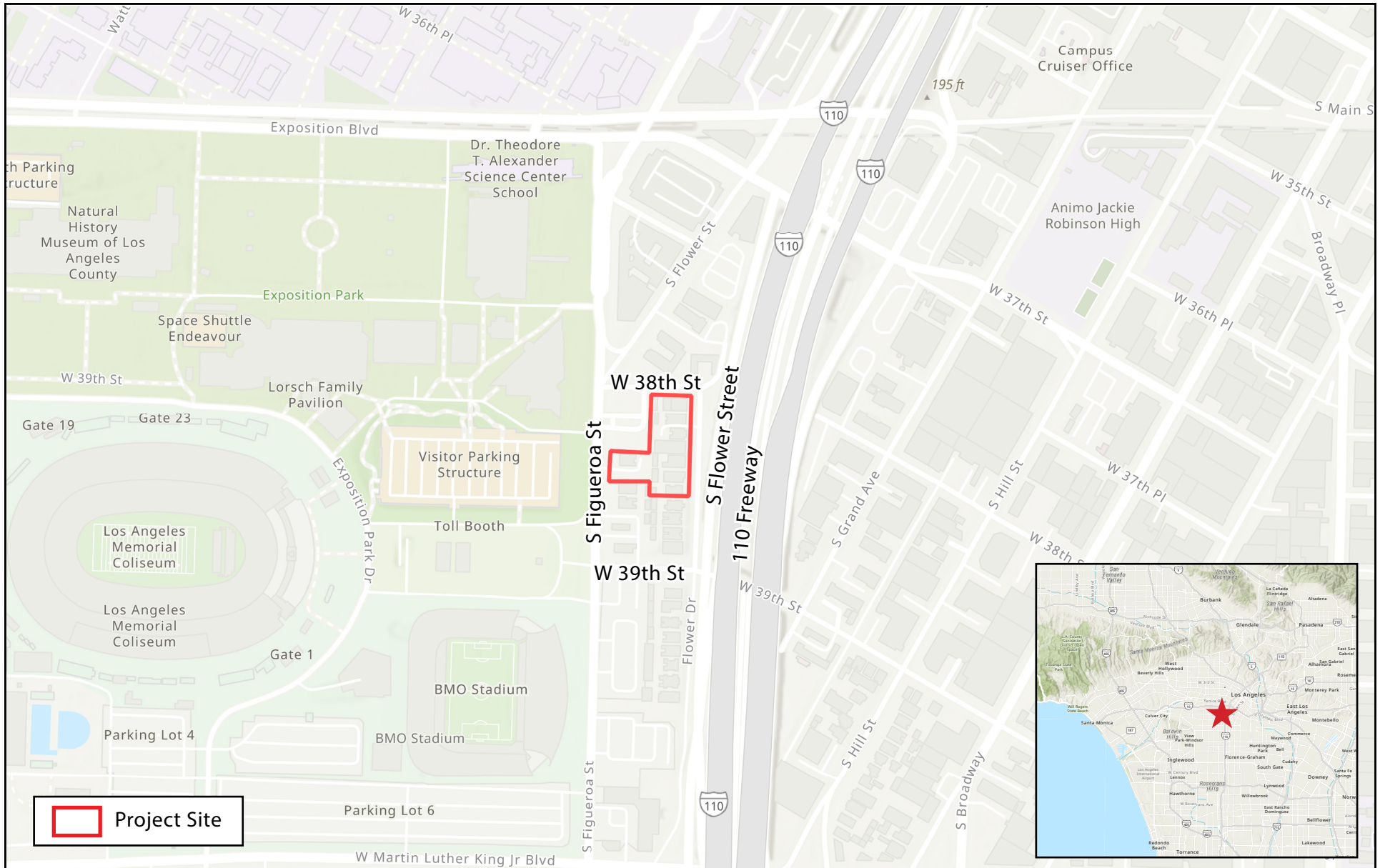
1.3 Open Space and Landscaping

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.

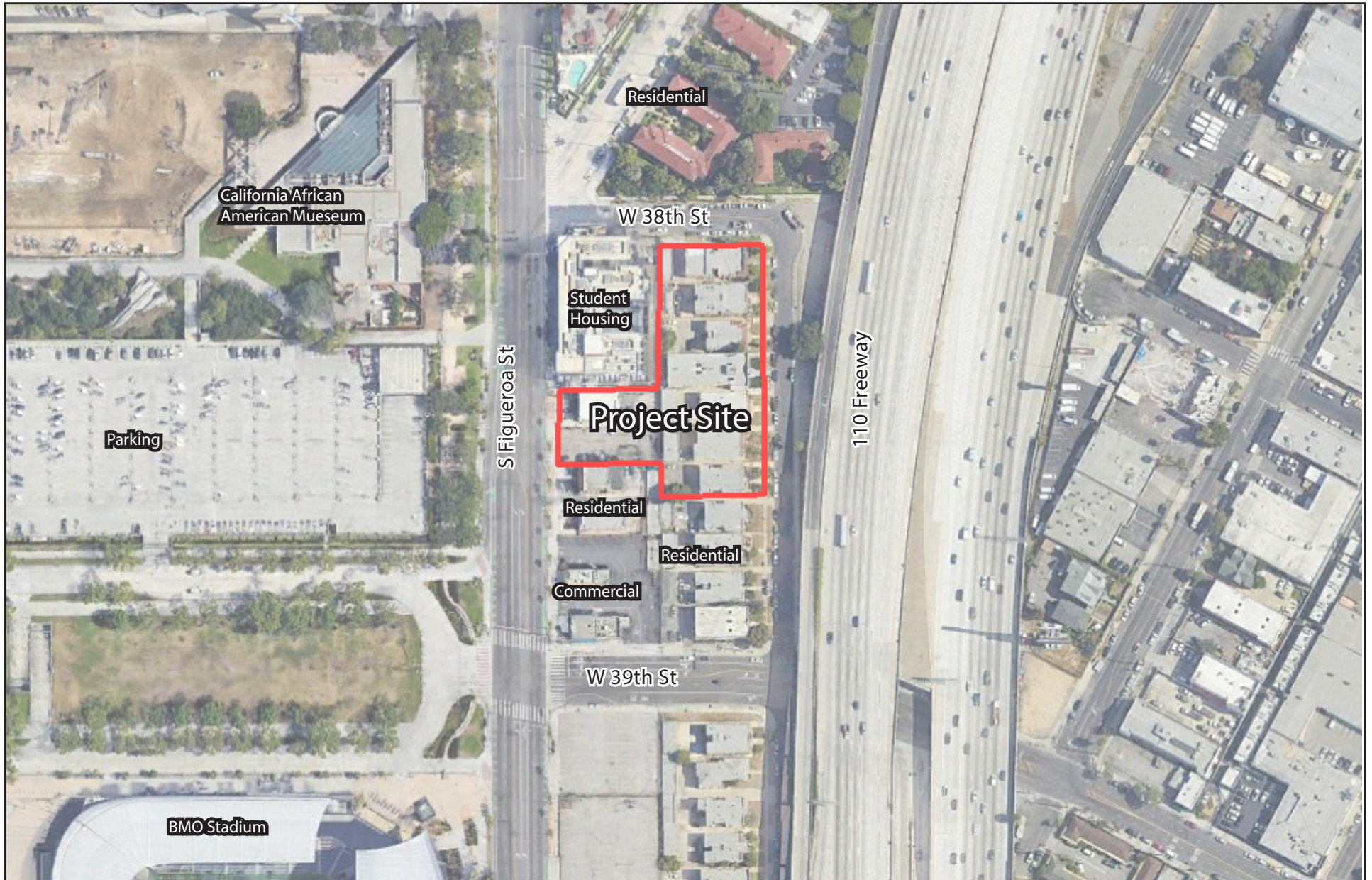


SOURCE: ESRI, 2025



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 Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features.¹ The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter.² Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.³

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in

¹ South Coast Air Quality Management District, *2022 Air Quality Management District*, 2022. Available at: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>, accessed September 2024

² South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

³ California Air Resources Board, *Almanac Resources*, 2024. Available at: <https://ww2.arb.ca.gov/resources/documents/almanac-resources>, accessed September 2024

most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the “mixing height.”⁴ The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

2.2 Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants.⁵ ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere.⁶ For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in Table 1: Air Contaminants and Associated Public Health Concerns.

Table 1: Air Contaminants and Associated Public Health Concerns		
Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries,	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid

⁴ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017

⁵ U.S. Environmental Protection Agency, *Criteria Air Pollutants*, <https://www.epa.gov/criteria-air-pollutants>

⁶ U.S. Environmental Protection Agency, *Criteria Air Pollutants*, <https://www.epa.gov/criteria-air-pollutants>

Table 1: Air Contaminants and Associated Public Health Concerns		
Pollutant	Major Man-Made Sources	Human Health Effects
	cement manufacturing, metal processing facilities, locomotives, and ships.	which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in the air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
1. Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROG and VOCs. Both ROG and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation). Sources: U.S. Environmental Protection Agency, <i>Criteria Air Pollutants</i>, https://www.epa.gov/criteria-air-pollutants, accessed August 2025		

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e. chronic, carcinogenic or cancer causing) adverse human health effects (i.e. injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.⁷

CARB has identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of

⁷ California Air Resources Board, *Common Air Pollutants*, 2024. Available at: <https://ww2.arb.ca.gov/resources/common-air-pollutants>, accessed August 2025

substances. Diesel exhaust is a complex mixture of particles (such as DPM) and gases produced when an engine burns diesel fuel. DPM includes the particle-phase constituents in diesel exhaust. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerating, decelerating), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.⁸

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project Site are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

The closest air monitoring station to the Project Site that monitor ambient concentrations of O₃, CO, NO₂, PM₁₀ and PM_{2.5} is the Los Angeles-North Main Street station (located at 1630 North Main Street, approximately five miles northeast of the Project Site). Local air quality data from 2022 to 2024 (the latest currently available) are provided in [Table 2: Ambient Air Quality Data](#) which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 2: Ambient Air Quality Data			
Criteria Pollutant	2022	2023	2024
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.138	0.097	0.107
Maximum 8-hour Concentration (ppm)	0.090	0.082	0.081
Days exceeding CAAQS (0.09 ppm)	1	1	2
Days exceeding NAAQS (0.070 ppm)	6	7	6
Carbon Monoxide (CO)²			
Maximum 1-hour Concentration (ppm)	1.7	1.4	1.8
Days exceeding NAAQS (35 ppm)	--	--	--
Days exceeding CAAQS (20 ppm)	--	--	--
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.08	0.06	0.08
Days exceeding NAAQS (100 ppm)	--	--	--
Days exceeding CAAQS (0.18 ppm)	--	--	--
Sulfur Dioxide (SO₂)			
Maximum 1-hour Concentration (ppm)	0.0065	0.0077	0.0023
99 th Percentile 1-hour Concentration (ppm)	0.0023	0.0020	0.0018
Days exceeding NAAQS (0.075 ppm)	--	--	--

⁸ California Air Resources Board, *Overview: Diesel Exhaust & Health*, <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>, accessed August 2025

Table 2: Ambient Air Quality Data			
Criteria Pollutant	2022	2023	2024
Days exceeding CAAQS (0.25 ppm)	--	--	--
Respirable Particulate Matter (PM₁₀)			
Maximum 24-hour Concentration	60	57	77
Annual Average Concentration	28.9	24.3	25.4
Days exceeding NAAQS (150 µg/m ³)	--	--	--
Days exceeding CAAQS (50 µg/m ³)	4	2	10
Fine Particulate Matter (PM_{2.5})			
Maximum 24-hour Concentration	33.7	30.6	55.7
Days exceeding NAAQS 24-hour (35 µg/m ³)	-	--	5
Lead (Pb)			
Maximum Monthly Average Concentration (µg/m ³)	0.008	0.007	0.008
Maximum 3-Month Rolling Average Concentration (µg/m ³)	0.007	0.007	0.008
Days exceeding NAAQS (1.5 µg/m ³)	--	--	--
Days exceeding CAAQS (1.5 µg/m ³)	--	--	--
Sulfate (SO₄)			
Maximum 24-hour Concentration (µg/m ³)	5.8	6.5	14.1
Days exceeding CAAQS (25 µg/m ³)	--	--	--
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m ³ = micrograms per cubic meter Measurements taken at the Los Angeles-North Main Street Monitoring Station at 1630 North Main Street, Los Angeles, California 90012 (CARB #70087).			
Source: SCAQMD, Historical Data by Year, https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year , accessed August 2025.			

2.3 Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. The City of Los Angeles CEQA Thresholds Guide defines sensitive receptors with respect to air quality as residences, schools, childcare centers, hospitals, parks, and similar uses.⁹ Sensitive land uses nearest to the Project are listed in [Table 3: Sensitive Receptors](#).

Table 3: Sensitive Receptors	
Receptor Description	Distance ¹ and Direction from the Project
Sensitive Receptor 1 – Residential	Adjacent to the north/west
Sensitive Receptor 2 – Residential	Adjacent to the south
Sensitive Receptor 3 – Residential	50 feet to the north
Sensitive Receptor 4 – Exposition Park	200 feet to the east
Sensitive Receptor 5 – Residential	300 feet to the south
Sensitive Receptor 6 – Alexander Science Center School	550 feet to the northwest
Sensitive Receptor 7 – University of Southern California	1,000 feet to the northwest
Source: Google Earth, 2024	
¹ . Distance measured from the property line of the Project Site to the nearest receptor property line.	

⁹ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006

3.0 REGULATORY SETTING

3.1 Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA; 42 U.S.C. §§ 7401 et seq.) and its amendments. Under the FCAA, the United States Environmental Protection Agency (U.S. EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in [Table 4: State and Federal Ambient Air Quality Standards](#).

3.2 State of California

California Air Resources Board

CARB administers state air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in [Table 4](#), are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.¹⁰

The California Clean Air Act (CCAA) requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with the CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting the federal clean air standards for the State of California.¹¹ Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as being in nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as being in nonattainment. The applicable State standards are summarized in [Table 4](#).

¹⁰ California Air Resources Board, *California Ambient Air Quality Standards*, <https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards>, accessed August 2025

¹¹ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017.

Table 4: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards ^{1,2}	Federal Standards ^{3,4,5}
Ozone (O ₃) ⁶	1 Hour	0.09 ppm (180 µg/m ³)	NA
	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)
Respirable Particulate Matter (PM ₁₀) ⁷	24-Hour	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	NA
Fine Particulate Matter (PM _{2.5}) ⁷	24-Hour	NA	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	9.0 µg/m ³
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
	8 Hour	9.0 ppm (10 mg/m ³)	9.0 ppm (10 mg/m ³)
Nitrogen Dioxide (NO ₂) ⁸	1 Hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO ₂) ⁹	1 Hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³)
	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m ³)
Lead (Pb) ^{10,11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA	0.15 µg/m ³
Visibility Reducing Particles ¹²	8 hours	See Note 11	NA
Sulfates (SO ₄ ⁻²)	24 Hour	25 µg/m ³	NA
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 µg/m ³)	NA
Vinyl Chloride (C ₂ H ₃ Cl) ¹⁰	24 Hour	0.01 ppm (26 µg/m ³)	NA

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; NA = no information available

ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter.

Notes:

¹ California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

² Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25° C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25° C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

³ National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

⁴ Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

⁶ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

⁷ On February 7, 2024, the national annual PM_{2.5} primary standard was lowered from 12.0 µg/m³ to 9.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15.0 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

⁸ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

⁹ On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

¹⁰ The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

¹¹ The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as

Table 4: State and Federal Ambient Air Quality Standards

a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Source: South Coast Air Quality Management District, *Table of Air Quality Standards*, July 2024, https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf, accessed August 2025.

3.3 Regional

South Coast Air Quality Management District

SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All development projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing each AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies to reduce emissions from stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, has jurisdiction over mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017.¹² The purpose of the 2016 AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with those NAAQS for which the basin is in nonattainment (i.e., the federal 24-hour PM_{2.5} air quality standard), and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O₃ standards. The 2016 AQMP incorporated the latest scientific and technological information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.¹³

On October 1, 2015, the U.S. EPA strengthened the NAAQS for ground-level O₃. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the strengthened requirements for meeting the 2015 ground-level 8-hour O₃ standard.¹⁴ The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other

¹² South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017. <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>, accessed August 2025

¹³ Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, April 2016. <https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557>, accessed August 2025

¹⁴ South Coast Air Quality Management District, *2022 Air Quality Management Plan*, December 2022. <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>, accessed August 2025

applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. Like earlier AQMPs, the 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS and updated emission inventory methodologies for various source categories.¹⁵

The SCAQMD has published the CEQA Air Quality Handbook (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008).¹⁶ The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and suggests thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of SCAQMD's CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The state and federal attainment status designations for the SCAB are summarized in [Table 5: South Coast Air Basin Attainment Status](#). The SCAB is currently designated as a non-attainment area with respect to the State O₃, PM₁₀, and PM_{2.5} standards, as well as the national O₃ and PM_{2.5} standards. The SCAB is in partial non-attainment for lead (only the Los Angeles County portion of the Basin). The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Pollutant	State	Federal
Ozone (O ₃) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O ₃) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM _{2.5}) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter (PM _{2.5}) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM ₁₀) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM ₁₀) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)

¹⁵ Southern California Association of Governments, *Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy)*, September 2020. <https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020>, accessed August 2025

¹⁶ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, July 2008. <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed August 2025

Table 5: South Coast Air Basin Attainment Status		
Pollutant	State	Federal
Nitrogen Dioxide (NO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO ₂) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO ₂) (24 Hour Standard)	Attainment	–
Lead (Pb) (3 Month Standard)	--	Nonattainment (Partial) ¹
Sulfates (SO ₄₋₂) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H ₂ S) (1 Hour Standard)	Unclassified	–
Source: South Coast Air Quality Management District, <i>Air Quality Management Plan</i> , 2022; U.S. Environmental Protection Agency, <i>Nonattainment Areas for Criteria Pollutants (Green Book)</i> , https://www.epa.gov/green-book , accessed August 2025, 2024.		
1 Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors.		

The following is a list of relevant SCAQMD rules with which construction activities associated with the Project must comply:

- **Rule 401 (Visible Emissions)** – A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.
- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for growing crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** - This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.
 - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will

be minimized at all times.

- e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the work day to remove soil from pavement.
- **Rule 431.2 (Sulfur Content of Liquid Fuels)** - This rule limits the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

3.4 Local

City of Los Angeles General Plan

Air Quality Element

Local jurisdictions, such as the City, have the authority and responsibility to reduce air pollution through their land use decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. In general, the City of Los Angeles' General Plan (including the Framework Element, Air Quality Element, Transportation Element, and Health and Wellness Element) and the City of Los Angeles' Green New Deal contain policies and programs for the protection of the environment and health through improved air quality. These serve to provide additional critical guidance for the betterment of public health for the region and the City.

The most directly relevant of those plans, the City's General Plan Air Quality Element, was adopted on November 24, 1992, and sets forth the goals, objectives, and policies that guide the City in its implementation of its air quality improvement programs and strategies. A number of these goals, objectives, and policies are relevant to land use development and relate to traffic mobility, minimizing particulate emissions from construction activities, discouraging single-occupancy vehicle trips, managing traffic congestion during peak hours, and increasing energy efficiency in City facilities and private developments.

The Air Quality Element establishes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant 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 conservation 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.

The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Through capital improvement programs, the City can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation measures.

Health and Wellness Element (Plan for a Healthy Los Angeles)

The Health and Wellness Element, Plan for a Healthy Los Angeles, was adopted by the City Council on March 31, 2015 and amended in November 2021 and lays the foundation to create healthier communities for all residents in the City. As an element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. With a focus on public health and safety, the Plan for a Healthy Los Angeles provides a roadmap for addressing the most basic and essential quality-of-life issues: safe neighborhoods; a clean environment (i.e., improved ambient and indoor air quality); the opportunity to thrive; and access to health services, affordable housing, and healthy and sustainably produced food.

City of Los Angeles Municipal Code

In December 2022, the City approved Ordinance No. 187,714, which amends Divisions 2, 4, and 5 of Article 9 of Chapter IX of the Los Angeles Municipal Code (LAMC) to require all new buildings to be all-electric buildings with exceptions. The ordinance is applicable to new buildings in which an application for a building permit was submitted after April 1, 2023. Consistent with this new ordinance, Chapter IX of the LAMC, Section 99.02.202 defines an all-electric building as:

A building that contains no combustion equipment, plumbing for combustion equipment, gas piping, or fuel gas serving any use including, but not limited to, space heating (including fireplaces), water heating (including pools and spas), cooking appliances (including barbecues), and clothes drying, within the building or building property lines, and instead uses electricity as the sole source of energy for all lighting, appliances and/or equipment, including, but not limited to, space heating, water heating, cooking appliances, and drying appliances.

Chapter IX of the LAMC, Section 99.05.106.14 provides exemptions from the requirements for cooking equipment contained within kitchens in a public use area, such as restaurants,

commissaries, cafeterias, and community kitchens as long as electrical infrastructure is installed. Gas-powered process equipment in institutions, such as hospitals, industrial, motion picture and television production studio sound stages (without spectators), and laboratories, are also exempt.

City of Los Angeles All-Electric Building Ordinance

Chapter IX of the LAMC, Sections 99.02.202, 99.04.106.8, and 99.05.106.14, requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas, such as space heating, water heating, cooking appliances and clothes drying, would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, hospitals, laboratories, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development, which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

4.0 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Air Quality Thresholds

State CEQA Guidelines Appendix G

Based upon the criteria derived from CEQA Guidelines Appendix G, the City has determined that the Project normally would have a significant air quality effect on the environment if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or state ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

South Coast Air Quality Management District

Mass Emissions Thresholds

Under CEQA, the significance criteria established by SCAQMD may be relied upon to determine the significance of a project's air emissions impacts. According to CEQA Appendix G, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. SCAQMD has established thresholds of significance for criteria pollutant and precursor emissions during construction and operational activities of land use development projects, as shown in Table 6: South Coast Air Quality Management District Emissions Thresholds.

Table 6: South Coast Air Quality Management District Emissions Thresholds		
Criteria Air Pollutants and Precursors	Daily Emissions (pounds/day)	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: South Coast Air Quality Management District, *CEQA Air Quality Significance Thresholds*, March 2023.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts known as the CO “hot spots” analysis. An analysis of CO “hot spots” determines whether the change in the level of service (LOS) of an intersection as a result of Project activities would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been

recognized that one of the greatest contributors of CO to outdoor air are automobiles.¹⁷ Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent).¹⁸ With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.^{19, 20}

Accordingly, with steadily decreasing CO emissions from vehicles, even very busy intersections generally do not result in exceedances of the CO standard. An analysis prepared for CO attainment in the SCAB by SCAQMD is useful for current evaluations of the potential for CO exceedances. CO attainment was thoroughly analyzed as part of SCAQMD's 2003 *Air Quality Management Plan*.²¹ Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of air quality management planning. The SCAB was re-designated as being in attainment (as reported in Table 21, above) for CO in 2007 and, as a result, CO is no longer addressed in the SCAQMD's Air Quality Management Plan (AQMP).

The 2003 *Air Quality Management Plan* is the most recent AQMP that addressed CO concentrations. As part of the 2003 AQMP CO Modeling Attainment Demonstration, an analysis was performed utilizing dispersion modeling.²² The Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm federal standard. As an initial screening step, if a project roadway segment does not exceed an ADT of 100,000 per day, then the project does not need to prepare a detailed CO hot spot analysis.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis as they have minimal impacts in the localized area in the immediate vicinity of a site). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contributing to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is required for all projects

¹⁷ U.S. Environmental Protection Agency, *Basic Information about Carbon Monoxide (CO) Outdoor Air Pollution*, 2023. <https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution#:~:text=The%20greatest%20sources%20of%20CO,can%20affect%20air%20quality%20indoors>, accessed August 2025

¹⁸ California Code of Regulations Section 1961, Exhaust Emission Standards and Test Procedures – 2004 through 2019 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, 2022. https://ww2.arb.ca.gov/sites/default/files/2023-02/cleancomplete_lev_ghg_regs_11_2022.pdf, accessed August 2025

¹⁹ South Coast Air Quality Management District, *Carbon Monoxide Redesignation Request and Maintenance Plan*, February 2005. https://ww2.arb.ca.gov/sites/default/files/classic/planning/sip/sccosip05/sccosip_redesig_mplan.pdf, accessed August 2025

²⁰ U.S. Environmental Protection Agency, *Carbon Monoxide Trends*, 2023. <https://www.epa.gov/air-trends/carbon-monoxide-trends>, accessed August 2025

²¹ South Coast Air Quality Management District, *Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstrations*, August 2003. <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/2003-aqmp>, accessed August 2025

²² South Coast Air Quality Management District, *Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstrations*, August 2003. <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/2003-aqmp>, accessed August 2025

that disturb 5 acres or less on a single day. The Project Site is located within SCAQMD SRA 1 (Central Los Angeles). Table 7: Local Significance Thresholds for Construction/Operations, shows the LSTs for 1-acre, 2-acre, and 5-acre projects in SRA 1 with sensitive receptors located within 25 meters of the Project Site, which represents the closest distance for LSTs.

Table 7: Local Significance Thresholds for Construction/Operations				
Project Size	Nitrogen Oxide (NO_x) – lbs/day	Carbon Monoxide (CO) – lbs/day	Coarse Particulates (PM₁₀) – lbs/day	Fine Particulates (PM_{2.5}) – lbs/day
1 Acre	74/74	680/680	5/2	3/1
2 Acres	108/108	1,048/1,048	8/2	5/2
5 Acres	161/161	1,861/1,861	16/4	8/2
Source: South Coast Air Quality Management District, <i>Localized Significance Threshold Methodology</i> , July 2008.				

LSTs associated with all acreage categories are provided in Table 7 for informational purposes. Table 7 shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on the daily acreage disturbed by the Project. The operational LST acreage is based on the total area of the Project Site.

4.2 Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod) version 2022. CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. 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.

Project operations would result in emissions from area sources (consumer products), energy sources (natural gas usage), and mobile sources (motor vehicles from Project-generated vehicle trips). Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The Project vehicle trip generation was obtained from the trip generation estimates (Kimley-Horn, March 2025). According to trip generation estimates, the Project would generate 975 total daily vehicle trips (not accounting for trips generated by existing uses to be demolished). Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data.

As discussed above, SCAQMD provides significance thresholds for emissions associated with proposed Project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions' significance thresholds in order to determine the potential significance of the Project's impact on regional air quality.

The localized effects from the Project's on-site emissions for both construction and operations were evaluated in accordance with SCAQMD's LST methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

5.0 POTENTIAL IMPACTS AND MITIGATION

5.1 Air Quality Analysis

Threshold 5.1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CAAQS require an air quality attainment plan to be prepared for areas designated as nonattainment under state or federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

SCAQMD CEQA Air Quality Handbook Policy Analysis

The following analysis addresses the Project's consistency with applicable SCAQMD and SCAG policies, inclusive of regulatory compliance. In accordance with the procedures established in SCAQMD's *CEQA Air Quality Handbook and SCAQMD supplemental guidance*, the following criteria are required to be addressed in order to determine the Project's consistency with applicable SCAQMD and SCAG policies.

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

Criterion 1

With respect to the first criterion, as discussed under the analysis for Threshold (c), below, localized concentrations of NO₂ as NO_x, CO, PM₁₀, and PM_{2.5} have been analyzed for the Project. SO₂ emissions would be negligible during construction and long-term operations and, therefore, would not have the potential to cause or affect a violation of the SO₂ ambient air quality standard. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

As shown in **Table 9: Estimate of Maximum Regional Project** Daily Construction Pollutant Emissions in the analysis below, the increases in PM₁₀ and PM_{2.5} emissions during construction would not exceed the SCAQMD-recommended significance thresholds at sensitive receptors in proximity to the Project Site. Additionally, the Project's maximum potential NO_x and CO Daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. As shown in **Table 12: Localized Significance of Construction Emissions** in the analysis below, NO_x and CO would not exceed the SCAQMD-recommended localized significance thresholds.

Because the Project would not introduce any substantial stationary sources of emissions (e.g., gasoline stations, dry cleaners, chrome plating operations), CO is the preferred benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations.²³ As indicated below, under the analysis for Threshold (c), no intersections would require a CO hotspot analysis, and impacts would be less than significant.

An analysis of potential localized operational impacts from on-site activities was also conducted. As shown in **Table 13: Localized Significance of Operational Emissions** below, localized NO₂ as NO_x, CO, PM₁₀, and PM_{2.5} operational impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants and would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

Criterion 2

With respect to the second criterion for determining consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020–2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) Project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

The 2022 AQMP contains air pollutant reduction strategies based on SCAG's growth forecasts included in the 2020-2045 RTP/SCS. SCAG's growth forecasts are made in consultation with local governments and with reference to their local general plans. The Project is consistent with the City of Los Angeles General Plan land use designations and with the zoning for the Project Site and, therefore, the growth associated with the Project at the Project Site is validly assessed as being accounted for in SCAG's latest growth forecasts.

The 2020–2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional

²³ South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 12, Assessing Consistency with Applicable Regional Plans, 1993.

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.²⁴ Economic assumptions including employment rates and migration due to jobs area also included as part of the RTP/SCS forecast projections.

Growth forecasts prepared by SCAG contained in the 2020-2045 RTP/SCS indicate that the number of households within the City will increase from 1,367,000 households in 2016 to 1,793,000 households in 2045, an increase of 426,000 households.²⁵ 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 and the population will increase from 3,907,200 in 2019 to 4,315,900 in 2050, and increase of 408,700 persons.²⁶ The Project proposes the demolition of 51 dwelling units and the development of 209 dwelling units for a net increase of 158 units. This projected net growth represents 0.04 percent of the anticipated increase for the City by year 2045 and 2050, and thus the Project's household growth would be within local and regional population projections. The Project's net 158 proposed units would result in a population increase of approximately 529 residents, representing 0.13 percent of the City's projected growth.²⁷

As discussed previously, the 2022 AQMP is based on the 2020–2045 RTP/SCS, which incorporates data from General Plans, as well as local land use data, such as the South Los Angeles Community Plan—the land use plan applicable to the Project Site. The Project-related population growth would be well within the Citywide growth projections. Thus, the Project would also be consistent with the AQMP under the second criterion.

- Does the project implement feasible air quality mitigation measures?

The Project would comply with all applicable regulatory standards (e.g., SCAQMD Rule 403, etc.) as required by SCAQMD, as summarized above. Furthermore, and as analyzed in detail below under Threshold (b), with compliance with the regulatory requirements identified above and in Section IV.C, Greenhouse Gas Emissions, of this Draft EIR, no significant air quality impacts would occur. Therefore, the Project is not required to implement air quality mitigation measures. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with AQMP control measures?

Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the integration of regional land use programs, measures, and strategies. SCAQMD combines its portion of the Plan with those prepared by SCAG. The TCMs, included as Appendix IV-C of the 2022 AQMP/SIP for the Basin, are based on

²⁴ 2020–2045 RTP/SCS, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176, accessed August 2025.

²⁵ 2020–2045 RTP/SCS, Demographics and Growth Forecast adopted September 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579, accessed August 2025.

²⁶ 2024–2050 RTP/SCS, Demographics and Growth Forecast adopted April 4, 2024, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579, accessed August 2025.

²⁷ Los Angeles Department of City Planning, South Los Angeles Demographic Profile, https://planning.lacity.gov/odocument/a547cb71-0d86-47d3-9717-d6059dea27e0/standard_report2022_SOUTH_LA_mail.pdf, accessed January 16, 2025 and 2020–2045 RTP/SCS, Demographics and Growth Forecast adopted September 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579, accessed August 2025.

SCAG's 2020-2045 RTP/SCS.

With regard to land use developments, such as the Project, the 2020-2045 RTP/SCS land use control measures (i.e., goals and policies) focus on locating future growth within Transit Priority Areas (TPAs) and reducing vehicle trips and VMT. The Project represents an infill development within an existing urbanized area that would concentrate new residential uses within a TPA as designated by the 2020-2045 RTP/SCS and a Priority Development Area as designated by the 2024-2050 RTP/SCS.^{28, 29} Therefore, the Project would be consistent with SCAG's 2020-2045 RTP/SCS and 2024-2050 RTP/SCS. The Project would be designed and constructed with sustainability and transit orientation as guiding principles. The Project Site is located within close proximity of several transit options including the Los Angeles County Metropolitan Transportation Authority (Metro) E Line located 0.3 miles northwest of the Project Site. Metro has multiple stops for bus routes that travel along the Project Site frontages, including the 2, 81, and 550 lines, which travel north/west along South Figueroa Street. The Los Angeles Department of Transportation (LADOT) also serves the Project Site with the DASH Southeast service route. The Project would also provide short- and long-term bicycle parking spaces in compliance with the requirements of the LAMC.

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 air quality emissions via a reduction in VMT. Accordingly, as the Project would support SCAG's and SCAQMD's objectives of reducing VMT and the related vehicular air emissions, the Project is consistent with the 2020-2045 RTP/SCS (i.e., control measures of the AQMP). Further, the Project is located adjacent to a High Quality Transit Corridor (HQTC).³⁰ A discussion of the Project's consistency with the 2024-2050 RTP/SCS is included in Section IV.D, Land Use and Planning, of this Draft EIR.

In conclusion, the determination of AQMP consistency is primarily based on the long-term impacts of the Project on air quality in the Air Basin. The Project represents an infill development near transit within an existing urbanized area that would concentrate new residential uses within a TPA and Priority Development Area and along a HQTC, thus reducing VMT. The Project would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The Project would comply with SCAQMD Rule 403 and would implement measures to control NO_x, PM₁₀, and PM_{2.5} emissions. As discussed above, the Project would be consistent with the goals and

²⁸ Defined by the 2020–2045 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a major transit stop (rail or bus rapid transit station) with 15-minute or less service frequency during peak commute hours.

²⁹ Defined by the 2024-2050 RTP/SCS as areas within the SCAG region where future growth can be located to help the region each Plan goals by providing access to multiple modes of transportation and allowing for shorter trips by placing trip origins and destinations closer together.

³⁰ 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.

policies of the AQMP.

City of Los Angeles Policies

As discussed above, the Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals.

The Project would provide opportunities for use of alternative modes of transportation, including access to public transit and opportunities for walking and biking, thereby facilitating a reduction in VMT. Specifically, the Project includes 128 long-term bicycle spaces and 14 short-term bicycle spaces for residents, and two long-term bicycle spaces and two short-term bicycle spaces for visitors. In addition, the Project would be consistent with the development pattern in the vicinity that features greater concentration of 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 within 0.5 miles of major transit stops. Additionally, as discussed in Section IV.C, Greenhouse Gas Emissions, of this Draft EIR, the Project would comply with City and 2022 CALGreen electric vehicle charging requirements. The Project would include 40 vehicle spaces that would consist of 34 parking spaces for residents and six parking spaces for visitors. The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking spaces would be EV Ready) and would further be subject to the most updated version of the California Green Building Code at time of Project filing.

A more detailed analysis of the Project's consistency with the City's General Plan is presented in **Table 8: Project Consistency with City of Los Angeles General Plan (Air Quality Element)** and demonstrates the Project's consistency with these goals. Accordingly, the Project would promote the City of Los Angeles General Plan Air Quality Element goals, objectives, and policies applicable to the Project. Based on table below, the Project is consistent with applicable policies of the City of Los Angeles Air Quality Element.

Table 8: Project Consistency with City of Los Angeles General Plan (Air Quality Element)	
Goals, Objectives, and Policies	Analysis of Project Consistency
Air Quality Element	
Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.	No Conflict. The Project would introduce a mixed-use development contributing to the continued development of the City's South Los Angeles Community Plan area as an area for residential, employment, and retail services. The Project is an infill development within a densely populated urban area located within walking and biking distance to existing commercial and neighborhood-serving retail uses and transit. The Project would provide 209 residential units and 2,705 square feet of commercial uses in close proximity to several transit options including the 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 2, 81, and 550 lines which travel north/west along South Figueroa Street.

Table 8: Project Consistency with City of Los Angeles General Plan (Air Quality Element)	
Goals, Objectives, and Policies	Analysis of Project Consistency
	LADOT also serves the Project Site with the DASH Southeast service route. The Project's focus on locating its growth near a heavily urbanized area and near mobility options demonstrates that the Project would contribute to reducing VMT. In addition, implementation of the City's Mobility Plan programs and California statute AB 2097 reduces or eliminates parking requirements for certain types of developments near transit (within half a mile). These reduction strategies would serve to reduce minimum parking standards, which is a demonstrated effective strategy to reduce VMT. Therefore, the Project would not conflict with this goal.
Objective 1.1: It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.	No Conflict. The Project's location, land use characteristics, and Project Design Features would reduce emissions associated with energy and transportation. As discussed under Threshold (a), the Project would be consistent with the relevant SCAG growth projections in the SCAG 2020-2045 RTP/SCS which are used in preparing the 2022 AQMP. The growth projections in the SCAG 2024-2050 are similar to the growth projections in the SCAG 2020-2045 RTP/SCS. The Project includes bicycle parking spaces for the proposed uses as required by the LAMC and is well served by transit, including local and regional bus and rail lines. The Project would also focus growth in a high-density, jobs-rich area in close proximity to transit. The Project would, thus, reduce air emissions and increase traffic mobility while also sustaining economic growth. Therefore, the Project would not conflict with this objective.
Objective 1.3: It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites. Policy 1.3.1: Minimize particulate emission from construction sites	No Conflict. The Project would comply with SCAQMD Rule 403, which requires dust control measures during construction activities. The Project would require the construction contractor(s) to comply with the applicable provisions of CARB's In-Use Off-Road Diesel Vehicle Regulation, which aims to reduce emissions through the installation of diesel particulate matter filters and the retirement, replacement, or repowering of older dirtier engines with newer emission-controlled models. In addition, the Project would not include large areas of unpaved surfaces and would replace the existing surface parking lot with a portion of the Project building. Parking areas would be maintained in a clean and well-kept manner. The Project would thus reduce air emissions emanating from unpaved areas, parking lots, and construction sites. Therefore, the Project would not conflict with this objective or policy.
Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.	Consistent. The Project Site is located in proximity to transit, encouraging alternative modes of transit, thereby reducing the distance traveled for future residents and employees. Future residents and employees on the Project Site would have access to the 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

Table 8: Project Consistency with City of Los Angeles General Plan (Air Quality Element)	
Goals, Objectives, and Policies	Analysis of Project Consistency
	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. The Project's mix of uses, proximity to jobs and commercial services, and the option to use alternative modes of transportation would reduce reliance on single-occupant vehicles. Therefore, the Project would not conflict with this goal.
Objective 2.1: It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	No Conflict. The Project Site is served by 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 service route. The accessibility to mass transit would encourage residents to utilize alternative modes of transportation, which would contribute to the reduction in trips. The Project would also locate new housing proximate to institutional uses and jobs accessible by pedestrians and bicyclists. The Project's mix of uses, proximity to jobs, institutional uses, entertainment, and commercial services, and the option to use alternative modes of transportation would help reduce trips, which is necessary to achieve regional air quality goals. Therefore, the Project would not conflict with this objective.
Policy 2.1.1: Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce Vehicle Trips and/or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	No Conflict. The Project Site is served by 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 service route. In addition, the Project would provide 128 long-term bicycle spaces and 14 short-term bicycle spaces for residents and two long-term bicycle spaces and two short-term bicycle spaces for visitors. The Project's mix of uses, proximity to jobs, institutional uses, entertainment, and commercial services, and the option to use alternative modes of transportation would help reduce trips and VMT. Therefore, the Project would not conflict with this policy.
Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	No Conflict. The Project would reduce VMT due to its infill location, mixed-use development in a heavily populated area, and in proximity to public transportation within 0.3 miles of the Project Site. The Project's mix of uses, proximity to jobs, institutional uses, entertainment, and commercial services, and the option to use alternative modes of transportation would help reduce trips and VMT and mobile source emissions. Therefore, the Project would not conflict with this goal.
Objective 4.1: It is the objective of the City of Los Angeles to include the regional attainment of ambient air quality standards as a primary consideration in land use planning.	No Conflict. The Project analysis of potential air quality impacts relied upon the numeric significance thresholds established by the SCAQMD, which considers attainment of the ambient air quality standards. The mixed-use Project would be developed

Table 8: Project Consistency with City of Los Angeles General Plan (Air Quality Element)	
Goals, Objectives, and Policies	Analysis of Project Consistency
	in a TPA, which is a primary consideration in land use planning that contributes to the reduction in VMT which reduces air quality pollutant emissions. Therefore, the Project would not conflict with this objective.
Policy 4.1.2: Ensure that project level review and approval of land use development remain at the local level.	No Conflict. The Project environmental review and approval would occur at the local level. This Project-level EIR is being conducted by the City pursuant to CEQA requirements. Therefore, the Project would not conflict with this policy.
Objective 4.2: It is the objective of the City of Los Angeles to reduce vehicle trips and VMT associated with land use patterns.	No Conflict. The Project would reduce VMT due to its infill location, development of residential uses in a heavy populated area, in proximity to public transportation within 0.3 miles of the Project Site. Therefore, the Project would not conflict with this objective.
Policy 4.2.2: Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	No Conflict. The Project would reduce VMT due to its infill location, mixed-use development near places of employment, and access to public transportation within 0.3 miles of the Project Site. Therefore, the Project would not conflict with this policy.
Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	No Conflict. The Project would be connected to and accessible by/from existing sidewalks. In addition, the Project would provide 128 long-term bicycle spaces and 14 short-term bicycle spaces for residents and two long-term bicycle spaces and two short-term bicycle spaces for visitors. The Project would also comply with CALGreen and City requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking areas. The Project Site is served by the Metro Expo Line located 0.3 miles northwest of the Project Site Metro has multiple routes that stop 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 service route. Therefore, the Project would not conflict with this policy.
Policy 4.2.4: Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	No Conflict. The environmental review conducted for the Project includes an analysis of air quality impacts, as presented in this section of this Draft EIR, which would be considered by the decision-maker(s) prior to taking any actions on the Project's discretionary approvals. Therefore, the Project would not conflict with this policy.
Policy 4.2.5: Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	No Conflict. The Project would occupy an infill location within 0.3 miles of existing public transportation, which would help promote transit usage and, in turn, reduce the number of vehicle trips to and from the Project Site. In addition, the Project would provide 128 long-term bicycle spaces and 14 short-term bicycle spaces for residents and two long-term bicycle spaces and two short-term bicycle spaces for visitors. Therefore, the Project would not conflict with this policy.
Goal 5: Energy efficiency through land use and transportation planning, the use of renewable	No Conflict. The Project's location, land use characteristics, and Project Design Features would

Table 8: Project Consistency with City of Los Angeles General Plan (Air Quality Element)

Goals, Objectives, and Policies	Analysis of Project Consistency
resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.	reduce emissions associated with energy and transportation. As discussed under Threshold (a), the Project would be consistent with the relevant SCAG growth projections in the SCAG 2020-2045 RTP/SCS which are used in preparing the 2022 AQMP. The growth projections in the SCAG 2024-2050 are similar to the growth projections in the SCAG 2020-2045 RTP/SCS. The Project includes bicycle parking spaces for the proposed uses as required by the LAMC and is well served by transit, including local and regional bus and rail lines. The Project would comply with applicable City and 2022 CALGreen electric vehicle charging requirements. The Project would voluntarily 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 34 of the residential parking spaces and 25 percent, or two, of the commercial parking spaces would be EV Ready) and would further be subject to the most updated version of the California Green Building Code at time of Project filing. The Project would also comply with City Ordinance No. 187,714, which requires all newly constructed buildings to be all electric, excluding the proposed restaurant uses.
Objective 5.1: It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments. Policy 5.1.2: Effect a reduction in energy consumption and shift to non-polluting sources of energy in its building and operations.	No Conflict. The Project's location, land use characteristics, and Project Design Features would reduce emissions associated with energy and transportation. As discussed under Threshold (a), the Project would be consistent with the relevant SCAG growth projections in the SCAG 2020-2045 RTP/SCS which are used in preparing the 2022 AQMP. The growth projections in the SCAG 2024-2050 are similar to the growth projections in the SCAG 2020-2045 RTP/SCS. The Project includes bicycle parking spaces for the proposed uses as required by the LAMC and is well served by transit, including local and regional bus and rail lines. Moreover, the Project would comply with applicable City and 2022 CALGreen charging requirements. The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking spaces would be EV Ready) and would further be subject to the most updated version of the California Green Building Code at time of Project filing.
Objective 5.3: It is the objective of the City of Los Angeles to reduce the use of polluting fuels in stationary sources. Policy 5.3.1: Support the development and use of equipment powered by electric or low-emitting fuels.	Consistent. During operations, the Project would comply with the CARB Small Offroad Engine regulations which ban the sale of combustion powered landscaping equipment starting in 2024 and small combustion powered stationary generators starting in 2028.

Conclusion

Analysis of Threshold (a) was based on the Project's consistency with the AQMP as well as relevant

City of Los Angeles plans and policies. The determination of AQMP consistency is primarily based on the long-term impacts of the Project on air quality in the Air Basin. As discussed above, the Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for applicable regulated pollutants. As the Project would not exceed any of the applicable state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. In addition, because the Project is consistent with growth projections that form the basis of the 2022 AQMP, the Project would be consistent with the emissions forecasts in the AQMP. Furthermore, the Project would comply with all applicable regulatory standards that would serve to reduce the criteria air pollutants. Additionally, as the Project would support the City of Los Angeles and SCAQMD's objectives of reducing VMT and the related vehicular air emissions, the Project would be consistent with AQMP control measures. Thus, the Project would not conflict with or obstruct implementation of the AQMP. With regard to the City of Los Angeles policies, as discussed above, the Project would also not conflict with or obstruct applicable policies of the City of Los Angeles pertaining to air quality. Based on the above, the Project's potential impacts under Threshold 5.1 would be less than significant.

Mitigation Measures: Project-level impacts with regard to implementation of the applicable air quality plan would be less than significant during construction and over the operating life of the Project. Therefore, no mitigation measures are required.

Level of Significance: Project-level impacts related to Threshold 5.1 during both construction and operation of the Project were determined to be less than significant without mitigation. Therefore, no mitigation measures are required, and the impact level remains less than significant.

Threshold 5.2 ***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?***

The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. Future growth is considered by SCAMD when determining emissions thresholds. Thus, thresholds set by SCAQMD are sufficient to bring the region into attainment inclusive of new development such as the Project. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary.³¹ Therefore, a project whose emissions would exceed SCAQMD thresholds would also make a cumulatively significant impact and, conversely, a project whose emissions would be below SCAQMD thresholds would not make a cumulatively considerable contribution to a significant cumulative impact.

³¹ South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003. <https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>, accessed August 2025

Construction Emissions

Construction associated with the Project including demolition, site grading, building construction, and architectural coating, as well as motor vehicle exhaust associated with on and offsite construction equipment, materials deliveries and worker trips, and the movement of construction equipment, particularly on unpaved surfaces, would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Air Basin include ozone-precursor pollutants (i.e., VOC and NO_x), PM₁₀, and PM_{2.5}. Construction-generated emissions of these criteria pollutants would be short-term and temporary, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated were to exceed the SCAQMD limits adopted as thresholds of significance.

Emissions of airborne particulate matter are largely generated by motor vehicle exhaust and ground disturbance. With respect to ground disturbance, the volume of airborne particulate matter is largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water as dust control.

Construction activities for the Project were assumed to begin in 2027. Construction-generated emissions associated with the Project were calculated using CalEEMod, version 2022, which is designed to model emissions for land use development projects based on typical construction requirements. It was assumed that all construction equipment operated during each individual phase would be operated simultaneously, to provide a conservative analysis. See [Appendix A: Air Quality Data](#) for more information regarding the construction assumptions used in this analysis.

The predicted maximum daily construction-generated criteria pollutant emissions for the proposed Project are reported in [Table 9: Estimate of Maximum Regional Project Daily Construction Pollutant Emissions](#). As noted in [Table 9](#), the Project's emissions were calculated assuming mandatory compliance with SCAQMD Rule 403, fugitive dust control measures.

Table 9: Estimate of Maximum Regional Project Daily Construction Pollutant Emissions						
Construction Year	Emissions (pounds per day)¹					
	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Construction Emissions Prior to AQ-PDF-1						
Regional Construction Emissions						
Winter						
Year 1 (2027)	1.56	13.62	18.64	0.03	2.63	0.81
Year 2 (2028)	1.50	9.41	18.11	0.03	2.60	0.78
Year 3 (2029)	4.02	10.05	21.52	0.03	3.44	0.97
Maximum Unmitigated Construction Emissions	4.02	13.62	21.52	0.03	3.44	0.97
SCAQMD Daily Significance Thresholds	75	100	550	150	150	55
Over/(Under)	(70.98)	(86.38)	(528.48)	(149.97)	(146.56)	(54.03)
SCAQMD Threshold Exceeded?	No	No	No	No	No	No
Regional Construction Emissions						
Summer						
Year 1 (2027)	2.09	19.10	24.00	0.04	3.31	1.76
Year 2 (2028)	1.50	9.30	19.48	0.03	2.60	0.78

Table 9: Estimate of Maximum Regional Project Daily Construction Pollutant Emissions						
Construction Year	Emissions (pounds per day) ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 3 (2029)	4.03	9.91	23.35	0.03	3.44	0.97
Maximum Unmitigated Construction Emissions	4.03	19.10	24.00	0.04	3.44	1.76
SCAQMD Daily Significance Threshold	75	100	550	150	150	55
Over/(Under)	(70.97)	(80.90)	(526.00)	(149.96)	(146.56)	(53.24)
SCAQMD Threshold Exceeded?	No	No	No	No	No	No
Construction Emissions with AQ-PDF-1²						
Regional Construction Emissions Winter						
Year 1 (2027)	0.79	5.17	19.20	0.03	2.40	0.60
Year 2 (2028)	0.77	5.06	18.70	0.03	2.40	0.60
Year 3 (2029)	3.24	5.82	22.02	0.03	3.25	0.80
Maximum Unmitigated Construction Emissions	3.24	5.82	22.02	0.03	3.25	0.80
SCAQMD Daily Significance Thresholds	75	100	550	150	150	55
Over/(Under)	(71.76)	(94.18)	(527.98)	(149.97)	(146.75)	(54.20)
SCAQMD Threshold Exceeded?	No	No	No	No	No	No
Regional Construction Emissions Summer						
Year 1 (2027)	0.47	4.66	24.80	0.04	2.63	1.14
Year 2 (2028)	0.78	4.95	20.08	0.03	2.40	0.60
Year 3 (2029)	3.25	5.68	23.86	0.03	3.25	0.80
Maximum Unmitigated Construction Emissions	3.25	5.68	24.80	0.04	3.25	1.14
SCAQMD Daily Significance Thresholds	75	100	550	150	150	55
Over/(Under)	(71.75)	(94.32)	(525.20)	(149.96)	(146.75)	(53.86)
SCAQMD Threshold Exceeded?	No	No	No	No	No	No
1. Mandatory compliance with SCAQMD Rule 403 Fugitive Dust assumed. Refer to Appendix A for Model Data Outputs.						
2. Project Design Feature AQ-PDF-1 includes the use of Tier 4 Final construction equipment.						
Source: CalEEMod version 2022. Refer to Appendix A for model outputs.						

The results summarized in [Table 9](#) show that the Project's regional criteria pollutant emissions during construction would remain below applicable thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}.

Project construction would also comply with SCAQMD Rules 402 (Nuisance)³² and 1113

³² SCAQMD Rule 402 prohibits the discharge of quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public or have a natural tendency to cause injury or damage to business or property.

(Architectural Coatings)³³ and CARB’s anti-idling regulations, which prohibit idling for more than five minutes; however, compliance with these rules was not assumed when estimating the Project’s construction emissions for [Table 9](#), above. Therefore, the Project’s maximum-day construction emissions of criteria pollutants are conservative and would be even lower than reported in [Table 9](#) when the Project’s compliance with SCAQMD Rules 402 and 1113 and CARB’s anti-idling regulations are taken into account.

As shown above, the Project’s estimated criteria pollutant emissions during construction would be below their respective thresholds such that approval of the Project would not result in any significant Project-level effects relating to regional construction air pollutant emissions.

Operational Emissions

The Project’s operational emissions would be associated with area sources, energy sources, and mobile sources. Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions attributable to the Project are summarized in [Table 10: Operational Criteria Pollutant Emissions](#). The operational emissions sources are described below.

- **Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscape maintenance equipment.
- **Energy Source Emissions.** Energy source emissions would be generated due to electricity usage associated with the Project. Primary energy uses include space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. The residential component of the Project would be all-electric and would not utilize natural gas.
- **Mobile Source Emissions.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, VOC, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and VOC react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation estimates and have been incorporated into CalEEMod, as recommended by the SCAQMD. The Project would generate 975 total daily vehicle trips.³⁴

Table 10: Operational Criteria Pollutant Emissions						
Source	Emissions (pounds per day) ^{1, 2, 3}					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Buildout Winter						
Area	0.65	0.00	0.00	0.00	0.00	0.00
Energy	<0.01	0.07	0.06	<0.01	0.01	0.01
Mobile	2.64	1.92	19.96	0.05	5.41	1.39

³³ SCAQMD Rule 1113 sets limits on the VOC content of architectural coatings.

³⁴ Kimley-Horn Associates, Inc., 3822 Figueroa Transportation Assessment, March 2025.

Table 10: Operational Criteria Pollutant Emissions						
Source	Emissions (pounds per day)^{1, 2, 3}					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Proposed Project Total	3.29	1.99	20.02	0.05	5.41	1.40
SCAQMD Significance Threshold	55	55	550	150	150	55
Over/(Under)	(51.71)	(53.01)	(529.98)	(149.95)	(144.59)	(53.60)
SCAQMD Threshold Exceeded?	No	No	No	No	No	No
Buildout Summer						
Area	1.88	0.12	13.16	<0.01	0.01	0.01
Energy	<0.01	0.07	0.06	<0.01	0.01	0.01
Mobile	2.66	1.76	21.52	0.05	5.41	1.39
Proposed Project Total	4.55	1.95	34.73	0.06	5.42	1.41
SCAQMD Significance Threshold	55	55	550	150	150	55
Over/(Under)	(50.45)	(53.05)	(515.27)	(149.94)	(144.58)	(53.59)
SCAQMD Threshold Exceeded?	No	No	No	No	No	No
1. Worst-case seasonal maximum daily emissions are reported.						
2. Emissions may not add up due to rounding.						
3. Emissions from existing land uses to be demolished have not been accounted for to provide a worst-case analysis.						
Source: CalEEMod version 2022. Refer to Appendix A for model outputs.						

As shown in [Table 10](#), and discussed above, operational (i.e., area, energy, mobile) emissions would not exceed SCAQMD thresholds for any criteria pollutant. Because this analysis does not account for existing operational emissions that will cease during Project operations, the total net level of air quality emissions during Project operations will be lower than the amount indicated in Table 10. Therefore, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, approval of the Project would not result in any significant project-level effects relating to an increase of a criteria pollutant for which the Project region is non-attainment.

Cumulative Impacts

The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. SCAQMD developed the construction and operational thresholds of significance utilized in this analysis based on the level above which individual project emissions would result in a cumulatively considerable effect on the SCAB's existing air quality conditions. Future growth is considered by SCAMD when determining emissions thresholds. Thus, thresholds set by SCAQMD are sufficient to bring the region into attainment inclusive of new development such as the Project. In addition, Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than

significant impact on a cumulative basis unless there is other pertinent information to the contrary.³⁵ Therefore, a project whose emissions would exceed SCAQMD thresholds would also contribute to a cumulatively significant impact and, conversely, a project whose emissions are below SCAQMD thresholds would not make a cumulatively considerable contribution to a significant cumulative impact.

Cumulative Construction Impacts

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} under the State standards and nonattainment for O₃ and PM_{2.5} under the federal standards. As discussed above, the Project's construction-related emissions, by themselves, would not exceed the SCAQMD significance thresholds for criteria pollutants. As discussed above, if a project is estimated to result in emissions that do not exceed SCAQMD thresholds, the project's contribution to the cumulative impact on air quality in the SCAB is not cumulatively considerable.³⁶ As shown in Table 9 above, Project construction-related emissions would not exceed SCAQMD significance thresholds for any of the criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

SCAQMD has developed strategies to reduce criteria pollutant emissions as outlined in the AQMP pursuant to the federal Clean Air Act mandates. The analysis assumes fugitive dust controls would be used during construction, including frequent water applications in accordance with SCAQMD requirements. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include the related projects. As concluded above, the Project's construction-related impacts would be less than significant, and its compliance with SCAQMD rules and regulations would further minimize the proposed Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other, related projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Impacts

As discussed above, projects that would result in operational emissions that do not individually exceed SCAQMD regional thresholds of significance are not considered to make a cumulatively considerable contribution to a significant cumulative impact on air quality in the SCAB. Table 10 provides the data that demonstrates that the Project's operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the Project would not make a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, cumulative operational impacts would be less than significant.

Conclusion

According to SCAQMD guidance, individual projects that exceed SCAQMD's recommended daily

³⁵ South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003. <https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>, accessed August 2025

³⁶ South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003. <https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>, accessed August 2025

thresholds for project-specific impacts would have a cumulatively considerable contribution to emissions for those pollutants for which the Air Basin is in non-attainment. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.³⁷ As shown in **Table 9** and Table 10, Project construction and operational daily emissions at the Project Site would not exceed any of the SCAQMD's regional thresholds in the local area surrounding the Project Site. Therefore, the Project's contribution to regional cumulative air quality impacts would not be cumulatively considerable and thus, would be less than significant. As such, impacts to Threshold 5.2 would be less than significant.

Mitigation Measures: Project-level impacts related to Threshold 5.2 would be less than significant during construction and operation of the Project. Therefore, no mitigation measures are required.

Level of Significance: Project-level impacts related to Threshold (b) during both construction and operation of the Project would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold 5.3 *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

Localized Construction Significance Analysis

The nearest sensitive receptors to the Project Site are multi-family residential uses located immediately adjacent to the Project Site to the west and south. To assess the potential for Project construction to create impacts to sensitive receptors, SCAQMD recommends utilizing its Localized Significance Thresholds (LSTs) for construction. The LSTs were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative and are based on the ambient concentrations of the pollutant at issue for each source receptor area and distance to the nearest sensitive receptor. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the state or federal ambient air quality standard (applying the more stringent of the two).³⁸ SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance.³⁹ The LST methodology assists lead agencies with conducting project-specific analysis of the potential localized impacts associated with proposed development projects.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 11: Equipment-Specific Grading Rates was used to determine the maximum daily disturbed acreage for the LST analysis.⁴⁰ For this Project, the appropriate source receptor area (SRA) for the LSTs is the Central LA (SRA 1) area, since this area includes the Project Site. LSTs only take into consideration

³⁷ SCAQMD, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003, Appendix D

³⁸ South Coast Air Quality Management District, *Localized Significance Thresholds*, <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed August 2025

³⁹ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed August 2025

⁴⁰ South Coast Air Quality Management District, *Sample Construction Scenarios for Projects Less than Five Acres in Size*, February 2005. <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf?sfvrsn=2>, accessed August 2025

emissions of NO_x, CO, PM₁₀, and PM_{2.5}.⁴¹ SCAQMD produced look-up tables for projects that disturb areas less than or equal to five acres in size.⁴² Based on the construction equipment modeled in CalEEMod, the grading phase of Project construction is anticipated to disturb approximately one acre in a single day. Thus, the LSTs applicable to this Project uses the SCAQMD-produced look up tables for a 1-acre site.

Table 11: Equipment-Specific Grading Rates					
Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Dozer	1	0.5	8	0.5
	Grader	1	0.5	8	0.5
Total Acres Graded per Day					1
Source: CalEEMod version 2022					

SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs."⁴³ Therefore, for purposes of the construction LST analysis, only the emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. SCAQMD's LST guidance recommends using the 25-meter threshold for receptors located 25 meters (or approximately 82 feet) or less from the Project Site.⁴⁴ Therefore, the LSTs for a 1-acre site with a sensitive receptor distance of 25 meters was used for the LST construction analysis, consistent with the SCAQMD's LST guidance and methodology.

Table 12: Localized Significance of Construction Emissions presents the emissions modeling results for the Project's localized emissions during construction for the four relevant parameters. SCAQMD Rule 403 reduction/credits include properly maintaining mobile and other construction equipment, replacing ground cover in disturbed areas quickly, watering exposed surfaces three times daily, and watering all haul roads twice daily. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied for the analysis of localized Project emissions during construction. As stated above, compliance with SCAQMD Rules 402 and 1113 and CARB anti-idling regulations were not assumed when estimating the Project's localized construction emissions for Table 12. Therefore, the Project's maximum-day localized construction emissions analysis is conservative and actual emissions would actually be lower than reported in Table 12. Table 12 shows that the emissions of these pollutants on the peak day of construction would not exceed the LSTs and therefore would not expose the nearest sensitive receptors to substantial pollutant concentrations or cause or contribute to an exceedance of federal or state ambient air quality standards. Therefore, approval of the Project would not result in any significant effects relating to

⁴¹ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed August 2025

⁴² South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Look-up Tables*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed August 2025

⁴³ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed August 2025

⁴⁴ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed August 2025

localized construction air pollutant concentrations.

Table 12: Localized Significance of Construction Emissions				
Source/Activity	Emissions (pounds per day)^{1,2}			
	NO_x	CO	PM₁₀	PM_{2.5}
Construction Emissions Prior to PDF AQ-1				
Localized Winter Emissions				
Demolition	12.43	14.44	1.19	0.54
Site Preparation	-	-	-	-
Grading	-	-	-	-
Infrastructure Improvements	8.25	9.91	0.26	0.24
Building Construction	7.89	9.88	0.23	0.21
Architectural Coating	0.79	1.11	0.01	0.01
Off-Site Utility Installation Demolition and Trenching	-	-	-	-
Off-Site Utility Installation Paving	-	-	-	-
Site Preparation + Off-Site Utility Demolition and Trenching	-	-	-	-
Grading + Off-Site Utility Demolition and Trenching and Off-Site Paving	-	-	-	-
Building Construction + Architectural Coating	8.68	10.99	0.24	0.22
<i>Maximum Daily Emissions</i>	12.43	14.44	1.19	0.54
SCAQMD LST (for 1 acre at 25 meters)	89	623	5	3
Over/(Under)	(76.57)	(608.56)	(3.81)	(2.46)
SCAQMD Threshold Exceeded?	No	No	No	No
Localized Summer Emissions				
Demolition	-	-	-	-
Site Preparation	10.44	11.57	2.10	1.22
Grading	12.18	13.87	2.38	1.39
Infrastructure Improvements	-	-	-	-
Building Construction	7.89	9.88	0.23	0.21
Architectural Coating	0.79	1.11	0.01	0.01
Off-Site Utility Installation Demolition and Trenching	2.21	3.32	0.16	0.08
Off-Site Utility Installation Paving	3.32	4.96	0.14	0.13
Site Preparation + Off-Site Utility Demolition and Trenching	12.65	14.89	2.26	1.30
Grading + Off-Site Utility Demolition and Trenching and Off-Site Paving	17.71	22.15	2.40	1.43
Building Construction + Architectural Coating	8.68	10.99	0.24	0.22
<i>Maximum Daily Emissions</i>	17.71	22.15	2.40	1.43
SCAQMD LST (for 1.0 acres at 25 meters)	89	623	5	3
Over/(Under)	(71.29)	(600.85)	(2.60)	(1.57)
SCAQMD Threshold Exceeded?	No	No	No	No
Construction Emissions with PDF AQ-1²				
Localized Winter Emissions				
Demolition	2.27	14.56	0.77	0.16
Site Preparation	-	-	-	-
Grading	-	-	-	-
Infrastructure Improvements	3.54	10.47	0.03	0.03
Building Construction	3.54	10.47	0.03	0.03

Table 12: Localized Significance of Construction Emissions				
Source/Activity	Emissions (pounds per day)^{1,2}			
	NO_x	CO	PM₁₀	PM_{2.5}
Architectural Coating	0.65	0.96	<0.01	<0.01
Off-Site Utility Installation Demolition and Trenching	-	-	-	-
Off-Site Utility Installation Paving	-	-	-	-
Site Preparation + Off-Site Utility Demolition and Trenching	-	-	-	-
Grading + Off-Site Utility Demolition and Trenching and Off-Site Paving	-	-	-	-
Building Construction + Architectural Coating	2.89	11.43	0.03	0.03
Maximum Daily Emissions	3.54	14.56	0.77	0.16
SCAQMD LST (for 1.0 acres at 25 meters)	89	623	5	3
Over/(Under)	(85.46)	(608.44)	(4.23)	(2.84)
SCAQMD Threshold Exceeded?	No	No	No	No
Localized Summer Emissions				
Demolition	-	-	-	-
Site Preparation	1.01	11.88	1.67	0.82
Grading	1.20	14.24	1.89	0.94
Infrastructure Improvements	-	-	-	-
Building Construction	3.54	10.47	0.03	0.03
Architectural Coating	0.65	0.96	<0.01	<0.01
Off-Site Utility Installation Demolition and Trenching	1.11	3.47	0.10	0.02
Off-Site Utility Installation Paving	0.96	5.24	0.01	0.01
Site Preparation + Off-Site Utility Demolition and Trenching	2.12	15.35	1.77	0.84
Grading + Off-Site Utility Demolition and Trenching and Off-Site Paving	3.27	22.95	2.00	0.97
Building Construction + Architectural Coating	4.19	11.43	0.03	0.03
Maximum Daily Emissions	4.19	15.35	2.00	0.97
SCAQMD LST (for 1.0 acres at 25 meters)	89	623	5	3
Over/(Under)	(84.81)	(607.65)	(3.00)	(2.03)
SCAQMD Threshold Exceeded?	No	No	No	No
1. Mandatory compliance with SCAQMD Rule 403 Fugitive Dust applied for construction emissions.				
2. PDF AQ-1 includes use of Tier 4 Final construction equipment.				
Source: CalEEMod version 2022. Refer to Appendix A for model outputs.				

Localized Operational Significance Analysis

According to SCAQMD's localized significance threshold methodology, operational LSTs apply only to on-site sources.⁴⁵ LSTs for receptors located at 25 meters for SRA 1 were utilized in this analysis. The one-acre LST threshold was conservatively used for the Project Site.⁴⁶ The on-site operational emissions were calculated using CalEEMod and are compared to the LST thresholds in [Table 13: Localized Significance of Operational Emissions](#).

⁴⁵ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed August 2025

⁴⁶ Construction LST analysis is based on the amount of daily ground disturbance, which was calculated to be 1.5 acre. For operations, the size of the Project Site has been used.

Table 13: Localized Significance of Operational Emissions				
Activity	Emissions (pounds per day)^{1, 2}			
	NO_x	CO	PM₁₀	PM_{2.5}
Localized Winter Emissions				
On-Site Emissions (Area and Energy Sources)	0.07	0.06	0.01	0.01
SCAQMD Localized Screening Threshold (1.0 acre at 25 meters)	74	680	2	1
Over/(Under)	(73.62)	(674.61)	(1.02)	(0.75)
SCAQMD Threshold Exceeded?	No	No	No	No
Localized Summer Emissions				
On-Site Emissions (Area and Energy Sources)	0.19	13.21	0.01	0.01
SCAQMD Localized Screening Threshold (1.0 acre at 25 meters)	74	680	2	1
Over/(Under)	(73.81)	(666.79)	(1.99)	(0.99)
SCAQMD Threshold Exceeded?	No	No	No	No
1. As recommended by the SCAQMD, worst-case seasonal maximum daily emissions are reported.				
2. On-site emissions consist of area sources and energy sources.				
Source: CalEEMod version 2022. Refer to Appendix A for model outputs.				

The operational emissions shown in [Table 13](#) include all on-site Project-related sources (i.e., area and energy). On-site operational sources include stationary sources and/or on-site mobile equipment; off-site mobile emissions should not be included.⁴⁷ The results of the LST analysis show that the Project would not cause or contribute to an exceedance of federal or state ambient air quality standards. Therefore, approval of the Project would not expose the nearest sensitive receptors to substantial pollutant concentrations and would not result in any significant effects relating to operational air pollutant concentrations.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's significant air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783).

SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program⁴⁸ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal

⁴⁷ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed August 2025

⁴⁸ Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)]

ambient air quality standards establish the levels of air pollutant emissions necessary, with an adequate margin of safety, to protect public health. Therefore, projects that do not exceed the SCAQMD's construction and operational LSTs and mass emissions thresholds such as the Project do not violate any applicable air quality standards or contribute to an existing or projected air quality violation. Because the analysis demonstrates that the Project's emissions would not exceed ambient air quality standards that are set at levels that protect public health, the Project would not create adverse human health impacts from construction or operational air emissions.

As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to [Table 12](#) and [Table 13](#)). The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent of applicable state or federal ambient air quality standard. As stated above, SCAQMD developed LSTs based on the ambient concentrations of each regulated pollutant for each SRA and the distance between the emissions source and the nearest sensitive receptor. The ambient air quality standards the LSTs are created to assess establish the levels of air pollutant emissions necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Setting section. As shown above, Project-related emissions would not exceed applicable regional emissions thresholds or the LSTs, and therefore would not exceed applicable ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

Construction-Related Diesel Particulate Matter

Construction of the Project would result in the generation of DPM emissions from the use of off-road diesel construction equipment. The amount of DPM emissions to which sensitive receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine the health risk to such receptors from DPM exposure (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

Construction is temporary, and would be transient throughout the site (i.e., move from location to location). The use of diesel-powered construction equipment would also be temporary and episodic; the duration of any exposures would be short and exhaust from construction equipment dissipates rapidly. Therefore, construction would not generate emissions in a fixed location for extended periods of time, which would limit the exposure of any proximate individual sensitive receptor to TACs.

Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.⁴⁹ The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM due to the

⁴⁹ Office of Environmental Health Hazard Assessment, *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, February 2015. <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, accessed August 2025

uncertainty in assessing lifetime cancer risk from short-term exposures.⁵⁰ In addition, SCAQMD guidance on the analysis of cancer risks from mobile source diesel emissions does include recommendations on the analysis of short-term construction activities.⁵¹

Additionally, construction would be subject to and would comply with pertinent California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), the effect of which would be to reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to the Project's temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project Site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM that any one receptor is exposed to would be limited.

Therefore, relying on the expert guidance of the SCAQMD, and considering the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant.

Operational Toxic Air Contaminants

The Project does not include a land use that has the potential to significantly impact nearby sensitive receptors during the proposed Project's operational phase, since the proposed Project would not generate trips by heavy-duty diesel trucks, which are an emitter of diesel particulate matter (DPM). Impacts to sensitive receptors from substantial pollutant concentrations would be less than significant.

Carbon Monoxide Hotspots

As discussed above, projects that would not produce traffic volumes resulting in more than 100,000 daily vehicles along project area roadway segments would not require preparation of a detailed CO hot spot analysis. The Project would not produce the volume of traffic required to generate a CO hot spot in accordance with SCAQMD's 2003 CO hot-spot analysis.

According to peak-hour intersection turning movement data, the intersection with the greatest existing daily traffic volume is Figueroa and Martin Luther King Jr. Boulevard with 57,730 daily trips.⁵² As CO hotspots were not created at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodated 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any of the intersections in the vicinity of the Project Site from an additional 717 daily vehicle trips (accounting for the existing trips to be removed) attributable to the Project. Therefore, approval of the Project would not result in any significant effects relating to CO

⁵⁰ Office of Environmental Health Hazard Assessment, *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, February 2015. <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, accessed August 2025

⁵¹ South Coast Air Quality Management District, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, August 2023. <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>, accessed August 2025

⁵² Federal Highway Administration, *Travel Model Improvement Program, Time-of-Day Modeling Procedures: State-of-the Practice, State-of-the-Art*, https://files.ceqanet.opr.ca.gov/276991-3/attachment/GIGE_RSnsEeuThlwYrJFL_2T8rwzPTWlQHMV8O5xDTIhJiq4C3phLbcztIewdiHK9ivcWsEFYesaWf0, Accessed August 2025

concentrations. For all of these reasons, approval of the Project would not result in any significant effects relating to exposure of sensitive receptors to substantial pollutant concentrations.

Conclusion

Based on the above, the Project's on- and off-site construction and operational emissions would not exceed the SCAQMD localized screening thresholds. Similarly, the Project's TAC emissions would not exceed SCAQMD thresholds. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts to Thresholds (c) would be less than significant.

Mitigation Measures: Project-level impacts related to Threshold 5.3 would be less than significant during construction and operation of the Project. Therefore, no mitigation measures are required.

Level of Significance: Project-level impacts related to Threshold (c) during construction and operation of the Project 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.

Threshold 5.4 *Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During construction, emissions from construction equipment, such as diesel exhaust, and from volatile organic compounds contained in architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people, and would disperse rapidly.

Operational

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project proposes the construction of a mixed-use commercial and residential development that would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The Project would not include any of the land uses that have been identified by the SCAQMD as significant odor sources.

Therefore, approval of the Project would not result in any significant effects relating to other air emissions affecting substantial numbers of people.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

5.2 Cumulative Impacts

Cumulative Setting

The cumulative setting for air quality includes the City of Los Angeles and the SCAB. The SCAB is designated as a nonattainment area for state standards for ozone, PM₁₀, and PM_{2.5}. For federal standards, the SCAB is designated as a partial nonattainment area for lead and nonattainment for ozone and PM_{2.5}, attainment and serious maintenance for federal PM₁₀ standards, and unclassified or attainment for all other pollutants. Cumulative growth in population and vehicle use could inhibit efforts to improve regional air quality and attain the ambient air quality standards. However, as a result of regulatory requirements and improved technology, air quality in the SCAB has improved over time despite population growth and increased vehicle usage.

Cumulative Impacts

Construction

As discussed under Thresholds 5.2 and 5.3, above, the Project's construction-related air quality emissions and cumulative impacts would be less than significant. The Project would comply with regulatory requirements, including the SCAQMD 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of SCAQMD's regional or localized significance thresholds, including NO_x, CO, PM₁₀, and PM_{2.5}. Therefore, the Project's contribution to cumulative air quality impacts due to regional and localized emissions would not be cumulatively considerable and, therefore, would be less than significant.

With respect to cumulative TAC emissions from Project and Related Project construction, as noted above, the greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations during the early grading and site preparation phases of project construction; none of the Related Projects are of the type that SCAQMD regulates or considers a major source of TAC emissions. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of individual cancer risk, which is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. The Project and Related Projects have comparatively short-term construction schedules where TAC would be emitted of limited and definite duration and are therefore not considered significant sources of TAC emissions. Additionally, SCAQMD's CEQA guidance does not require an HRA for such short-term construction emissions. Given the limited duration of TAC emissions, and the highly localized nature of impacts, the Project's contribution to significant cumulative TAC impacts would not be cumulatively considerable and, therefore, would be less than significant. Therefore, the Project's contribution to cumulative air quality impacts from construction due to regional and localized emissions would not be cumulatively considerable and, therefore, would be less than significant.

Operation

As discussed above, the Project's regional operational air quality emissions, localized emissions, and TACs would be less than significant. According to SCAQMD, if an individual project does not result in air emissions of criteria pollutants that exceed SCAQMD's recommended daily thresholds for project-level impacts, then the project would not result in a cumulatively considerable net increase of these pollutants.⁵³ As analyzed above, because operational emissions do not exceed any of SCAQMD's regional or localized significance thresholds, the Project's operational contribution to cumulative air quality impacts due to regional and localized emissions would not be cumulatively considerable and is therefore less than significant.

With respect to TAC emissions from Project operation, neither the Project nor any of the Related Projects would represent a substantial source of TAC emissions. Substantial TAC emissions are typically associated with large-scale industrial, manufacturing, and transportation hub facilities, which are subject to SCAQMD permitting and best available control technology (BACT) requirements to limit pollutant emissions. The Project and the Related Projects could generate minimal TAC emissions related to the use of consumer projects and landscape maintenance activities, among other things. However, the Project and the Related Projects would not conflict with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and Related Projects would not result in a cumulative impact requiring further evaluation. Pursuant to AB 1807, which directs CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, SCAQMD has adopted numerous rules that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, as discussed above, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines and thus, would not contribute to a cumulative impact.

Therefore, during operation, the Project would not result in a significant cumulative impact to air quality as the Project's contribution to regional, localized, and TAC emissions would not be cumulatively considerable.

Mitigation Measures: Cumulative impacts with regard to air quality would be less than significant, during construction and over the long-term operating life of the Project. Therefore, no mitigation measures are required.

Level of Significance: Cumulative impacts with regard to air quality during both construction and operation 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.

⁵³ SCAQMD, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003, Appendix D.

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Appendix A

Air Quality 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

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
- 3. Construction Emissions Details
 - 3.1. Paving (2027) - Unmitigated
 - 3.3. Demo and Trenching (2027) - Unmitigated
 - 3.5. Demolition (2027) - Unmitigated
 - 3.7. Site Preparation (2027) - Unmitigated
 - 3.9. Grading (2027) - Unmitigated

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
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 Equipment	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 Equipment	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 Equipment	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

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
- 3. Construction Emissions Details
 - 3.1. Paving (2027) - Unmitigated
 - 3.3. Demo and Trenching (2027) - Unmitigated
 - 3.5. Demolition (2027) - Unmitigated
 - 3.7. Site Preparation (2027) - Unmitigated
 - 3.9. Grading (2027) - Unmitigated

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 Equipment	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
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	0.01	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 Equipm ent	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	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	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