922 - 950 SAN LEANDRO AVENUE CONSTRUCTION EMISSIONS & HEALTH RISK ASSESSMENT

Mountain View, California

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Introduction

The purpose of this report is to address the potential construction air quality and health risk impacts associated with the proposed residential project located at 922 - 950 San Leandro Avenue in Mountain View, California. Air quality impacts would be associated with the demolition of the existing uses at the site and construction of the new buildings and infrastructure. Air pollutant emissions associated with construction of the project were estimated using appropriate computer models. In addition, the potential project health risks and the impact of existing toxic air contaminant (TAC) sources affecting the nearby and proposed sensitive receptors were evaluated. The analysis was conducted following guidance provided by the Bay Area Air Quality Management District (BAAQMD).[1]

Project Description

The 1.69-acre project site is currently comprised of an existing office/industrial building and two single-family homes each with an accessory dwelling unit. The project proposes to demolish the existing uses and construct 38 rowhouse-style condominiums totaling approximately 73,084 square feet (sf). Each unit would include a two-car parking garage. The project would also include 14 guest parking spaces. Construction is proposed from approximately January 2026 through January 2027.

Setting

Ambient Air Quality Standards

The Federal and California Clean Air Acts have established ambient air quality standards for different pollutants. National ambient air quality standards (NAAQS) were established by the Federal Clean Air Act of 1970 (amended in 1977 and 1990) for six "criteria" pollutants. These criteria pollutants now include carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), respirable particulate matter with a diameter less than 10 microns (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). In 1997, The Environmental Protection Agency (EPA) added fine particulate matter ($PM_{2.5}$) as a criteria pollutant. The air pollutants for which standards have been established are considered the most prevalent air pollutants known to be hazardous to human health. California ambient air quality standards (CAAQS) include the NAAQS pollutants and also hydrogen sulfide, sulfates, vinyl chloride, and visibility reducing particles. These additional CAAQS pollutants tend to have unique sources and are not typically included in environmental air quality assessments. In addition, lead concentrations have decreased dramatically since it was removed from motor vehicle fuels. The Bay Area has attained the CO standard and monitoring data from the last 30 years show relatively low concentrations throughout the Bay Area. Therefore, CO is not an air quality issue for land use type projects such as this one.

[1] Bay Area Air Quality Management District, *2022 CEQA Guidelines*, April 2023.

Air Pollutants of Concern

High ozone concentrations in the air basin are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_X). These precursor pollutants react under certain meteorological conditions to form ozone concentrations. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ambient ozone concentrations. The highest ozone concentrations in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone concentrations aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant in the air basin. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter concentrations aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic Air Contaminants

TACs are a broad class of compounds known to cause morbidity or mortality, often because they cause cancer. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure of TACs can result in adverse health effects, they are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects from diesel exhaust exposure a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs. Health risks from TACs are estimated using the Office of Environmental Health Hazard Assessment (OEHHA) risk assessment guidelines, which were published in February of 2015 and incorporated in BAAQMD's current CEQA guidance.[2]

$PM_{2.5}$ emissions can include TACs. Due to the adverse health effects caused by $PM_{2.5}$ exposure even at low concentrations, BAAQMD developed assessing methods and health risk thresholds to address exposure to increased concentrations caused by project $PM_{2.5}$ emissions.[3]

[2] OEHHA, 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. Office of Environmental Health Hazard Assessment. February.
[3] BAAQMD, 2022 CEQA Air Quality Guidelines, Appendix A, p40.

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools. For cancer risk assessments, infants and small children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. The closest sensitive receptors to the project site would be located in the adjacent single-family residences to the south. There are also infants and children located at Claudia's Daycare to the south. This project would introduce new sensitive receptors (i.e., residents) to the area.

Project Air Quality Conditions

The project is located in Santa Clara County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$).

Bay Area Air Quality Management District (BAAQMD)

BAAQMD has jurisdiction over an approximately 5,600-square mile area, commonly referred to as the San Francisco Bay Area (Bay Area). The District's boundary encompasses the nine San Francisco Bay Area counties, including Alameda County, Contra Costa County, Marin County, San Francisco County, San Mateo County, Santa Clara County, Napa County, southwestern Solano County, and southern Sonoma County.

BAAQMD is the lead agency in developing plans to address attainment and maintenance of the National Ambient Air Quality Standards and California Ambient Air Quality Standards. The District also has permit authority over most types of stationary equipment utilized for the proposed project. The BAAQMD is responsible for permitting and inspection of stationary sources; enforcement of regulations, including setting fees, levying fines, and enforcement actions; and ensuring that public nuisances are minimized.

BAAQMD's Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposures to outdoor TACs in the Bay Area.[4] The program examines TAC emissions from point sources, area sources, and on-road and off-road mobile sources with an emphasis on diesel exhaust, which is a major contributor to airborne health risk in California. The CARE program is an on-going program that encourages community involvement and input. The technical analysis portion of the CARE program has been implemented in three phases that includes an assessment of the sources of TAC emissions, modeling and measurement

[4] See BAAQMD: https://www.baaqmd.gov/community-health/community-health-protection-program/community-air-risk-evaluation-care-program.

programs to estimate concentrations of TAC, and an assessment of exposures and health risks. Throughout the program, information derived from the technical analyses has been used to develop emission reduction activities in areas with high TAC exposures and high density of sensitive populations. Risk reduction activities associated with the CARE program are focused on the most at-risk communities in the Bay Area. Seven areas have been identified by BAAQMD as impacted communities. They include Eastern San Francisco, Richmond/San Pablo, Western Alameda, San José, Vallejo, Concord, and Pittsburgh/Antioch. The project site is not located within any of the BAAQMD CARE areas.

Overburdened communities are areas located (i) within a census tract identified by the California Communities Environmental Health Screening Tool (CalEnviroScreen), Version 4.0 implemented by OEHHA, as having an overall score at or above the 70th percentile, or (ii) within 1,000 feet of any such census tract.[5] The BAAQMD has identified several overburdened areas within its boundaries. However, the project site is not within an overburdened area as the Project site is scored at the 20th percentile on CalEnviroScreen.[6]

Furnaces and Boilers and Water Heaters

In 2023, BAAQMD adopted the proposed amendments to Rules 9-4 and 9-6 that are intended to reduce emissions of NOx from residential and commercial water heaters. These amended rules will affect Bay Area households that use natural gas appliances by, essentially, prohibiting the installation of new natural gas-fired furnaces and water heaters. The rules require appliances that do not emit NOx. Currently, the only zero-NOx appliances available are electric appliances. Implementation begins in 2027, where only zero-NOx water heaters can be sold or installed, in 2029 where only zero-NOx furnaces can be sold or installed, and 2031 where only zero-NOx large commercial heaters can be sold or installed. Note that electric appliances would have zero emission of other criteria pollutants and zero emissions of direct GHG.

BAAQMD CEQA Air Quality Guidelines

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. In 2023, the BAAQMD revised the *California Environmental Quality Act* (*CEQA) Air Quality Guidelines* that include significance thresholds to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The current BAAQMD guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They include assessment methodologies for criteria air pollutants, air toxics, odors, and GHG emissions as shown in Table 1.[7] Air quality impacts and health risks are considered potentially significant if they exceed these thresholds.

[5] See BAAQMD: https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-2-permits/2021-amendments/documents/20210722_01_appendixd_mapsofoverburdenedcommunities-pdf.pdf?la=en.
[6] OEHAA, CalEnviroScreen 4.0 Maps https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40
[7] Bay Area Air Quality Management District, *2022 CEQA Guidelines*. April2023.

The BAAQMD recommends all projects include a "basic" set of best management practices (BMPs) to manage fugitive dust and consider impacts from dust (i.e., fugitive PM_{10} and $PM_{2.5}$) to be less than significant if BMPs are implemented (listed below). BAAQMD strongly encourages enhanced BMPs for construction sites near schools, residential areas, other sensitive land uses, or if air quality impacts were found to be significant.

Table 1. BAAQMD CEQA Significance Thresholds

Criteria Air Pollutant	**Construction Thresholds**			
	Average Daily Emissions (lbs./day)			
ROG	54			
NO_x	54			
PM_{10}	82 (Exhaust)			
$PM_{2.5}$	54 (Exhaust)			
CO	Not Applicable			
Fugitive Dust (PM_{10}/$PM_{2.5}$)	Best Management Practices (BMPs)*			
Health Risks and Hazards	**Single Sources / Individual Projects**		**Combined Sources (Cumulative from all sources within 1000-foot zone of influence)**	
Excess Cancer Risk	>10 in a million	OR Compliance with Qualified Community Risk Reduction Plan	>100 in a million	OR Compliance with Qualified Community Risk Reduction Plan
Hazard Index	>1.0		>10.0	
Incremental annual $PM_{2.5}$	>0.3 µg/m^3		>0.8 µg/m^3	

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less.

* BAAQMD strongly recommends implementing all feasible fugitive dust management practices especially when construction projects are located near sensitive communities, including schools, residential areas, or other sensitive land uses.

City of Mountain View 2030 General Plan

The Mountain View 2030 General Plan includes goals, policies, and actions to reduce exposure of the City's sensitive population to exposure of air pollution, toxic air contaminants, and GHG emissions. The following goals, policies, and actions are applicable to the proposed project:

Climate Change

INC 12.1: Emissions reduction target. Maintain a greenhouse gas emissions reduction target.

INC 12.2: Emissions reduction strategies. Develop cost-effective strategies for reducing greenhouse gas emissions.

INC 12.3: Adaptation strategies. Develop strategies for adapting to climate change in partnership with local and regional agencies.

Air Quality

INC 20.1: Pollution prevention. Discourage mobile and stationary sources of air pollution.

INC 20.2: Collaboration. Participate in state and regional planning efforts to improve air quality.

INC 20.6: Air quality standards. Protect the public and construction workers from construction exhaust and particulate emissions.

INC 20.7: Protect sensitive receptors. Protect the public from substantial pollutant concentrations.

INC 20.8: Offensive odors. Protect residents from offensive odors.

City of Mountain View 2023 – 2031 Housing Element Update Environmental Impact Report (HEU EIR)

The Mountain View City Council adopted the 2023 – 2031 Housing Element Update on April 11, 2023. The EIR was prepared to evaluate the anticipated environmental effects of the HEU in conformance with the provisions of CEQA and the CEQA Guidelines.[8] The following HEU EIR mitigation measures are applicable to this project:

Air Quality

HEU EIR Mitigation Measure AIR-1: Emission Reduction Measures for Projects Exceeding the Significance Thresholds for Criteria Pollutants.

Project applicants proposing projects that exceed the BAAQMD screening levels shall prepare a project-level criteria air pollutant assessment of construction and operational emissions at the time the project is proposed. The project-level assessment shall either include a comparison of the project with other projects where a quantitative analysis has been conducted, or shall provide a project-specific criteria air pollutant analysis to determine whether the project exceeds the BAAQMD's criteria air pollutant thresholds.

In the event that a project-specific analysis finds that the project could result in criteria air pollutant emissions that exceed BAAQMD significance thresholds, the project applicant shall implement the following emission reduction measures to the degree necessary to reduce the impact to less than the significance thresholds, and shall implement additional feasible measures if necessary to reduce the impact to less than the significance thresholds.

Clean Construction Equipment

1. The project applicant shall use electric construction equipment when feasible.

[8] City of Mountain View 2023 – 2031 Housing Element Update Environmental Impact Report, URL: https://www.mountainview.gov/home/showpublisheddocument/8434/638442210428330000

2. The project applicant shall ensure that all diesel off-road equipment shall have engines that meet the Tier 4 Final off-road emission standards, as certified by CARB, except as provided for in this section. This requirement shall be verified through submittal of an equipment inventory that includes the following information: (1) Type of Equipment, (2) Engine Year and Age, (3) Number of Years Since Rebuild of Engine (if applicable), (4) Type of Fuel Used, (5) Engine HP, (6) Verified Diesel Emission Control Strategy (VDECS) information if applicable and other related equipment data. A Certification Statement is also required to be made by the Contractor for documentation of compliance and for future review by the BAAQMD as necessary. The Certification Statement must state that the Contractor agrees to compliance and acknowledges that a violation of this requirement shall constitute a material breach of contract.

   The City may waive the requirement for Tier 4 Final equipment only under the following unusual circumstances: if a particular piece of off-road equipment with Tier 4 Final standards is technically not feasible or not commercially available; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or there is a compelling emergency need to use other alternate off-road equipment. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier 4 Final engines similar to the availability for other large-scale construction projects in the region occurring at the same time and taking into consideration factors such as (i) potential significant delays to critical-path timing of construction for the project and (ii) geographic proximity to the project site of Tier 4 Final equipment.

3. The project applicant shall require the idling time for off-road and on-road equipment be limited to no more than 2 minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the 2-minute idling limit.

<u>HEU EIR Mitigation Measure AIR-2:</u> Emission Reduction Measures for Subsequent Projects Exceeding the Significance Thresholds for Health Risks for Construction.

Project applicants within the HEU area proposing projects within 1,000 feet of existing or approved sensitive receptors shall prepare a project-level HRA of construction impacts at the time the project is proposed. The HRA shall be based on project-specific construction schedule, equipment and activity data and shall be conducted using methods and models approved by the BAAQMD, CARB, OEHHA and U.S. EPA. Estimated project-level health risks shall be compared to the BAAQMD's health risk significance thresholds for projects.

In the event that a project-specific HRA finds that the project could result in significant construction health risks that exceed BAAQMD significance thresholds, the project applicant shall implement Mitigation Measure AIR-1's requirement for the use of all Tier 4 Final construction equipment to reduce project-level health risks to a less than significant level. In addition, all tower cranes, forklifts, man- and material- lifts shall be electric powered.

Construction Period Emissions

HEU EIR Mitigation Measure AIR-1 requires the computation of construction criteria pollutant emissions since the project does not meet BAAQMD's screening criteria for construction related emissions because the project includes demolition. If any construction criteria pollutant emission quantity exceeds a BAAQMD significance threshold, the mitigation measure stipulates the inclusion of additional measures, as described above.

The California Emissions Estimator Model (CalEEMod) Version 2022 was used to estimate emissions from on-site construction activity, construction vehicle trips, and evaporative emissions. The project land use types and size were input to CalEEMod. The CalEEMod model output along with construction inputs are included in *Attachment 1*.

CalEEMod Inputs

Land Uses

The proposed project land uses were entered into CalEEMod as described in Table 2.

Table 2. Summary of Project Land Use Inputs

Project Land Uses	Size	Units	Square Feet (sf)	Acreage
Condo/Townhouse	38	Dwelling Unit	73,084	1.69
Parking Lot	14	Parking Space	-	

Construction Inputs

CalEEMod computes annual emissions for construction that are based on the project type, size, and acreage. The model provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The construction build-out scenario, including equipment quantities, average hours per day, total number of workdays, and schedule, were based on information provided by the project applicant (included in *Attachment 1*). The construction schedule assumed that the earliest possible start date would be January 2026, and the project would be built out over a period of approximately 13 months, or 263 construction workdays.

Construction Traffic Emissions

Construction would produce traffic in the form of worker trips and truck traffic. The traffic-related emissions are based on worker and vendor trip estimates produced by CalEEMod and haul trips that were computed based on the amount of demolition material to be exported, the amount of soil imported and/or exported to the site, and the amount of concrete and asphalt truck trips to and from the site. CalEEMod provides daily estimates of worker and vendor trips for each applicable phase. Daily haul trips for demolition and grading were developed by CalEEMod using the provided demolition and soil export volumes. The number of concrete round trips and the amount of asphalt was provided and converted to daily one-way trips, assuming two trips per delivery. These values are shown in the project construction equipment worksheet included in *Attachment 1.*

Summary of Computed Construction Period Emissions

Average daily construction emissions were estimated for the total duration of the project (263 days). Table 3 shows the average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project. As indicated in Table 3, predicted daily project construction emissions would not exceed the BAAQMD significance thresholds during construction. As a result, no additional measures are necessary as outlined above in HEU EIR Mitigation Measure AIR-1.

Table 3. Construction Period Emissions - Unmitigated

Year	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Construction Emissions Total (Tons)				
2026-2027	0.59	0.29	0.01	0.01
Average Daily Construction Emissions (pounds/day)				
2026-2027 (263 construction workdays)	4.46	2.17	0.07	0.07
BAAQMD Thresholds (pounds per day)	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	No	No	No	No

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site deposit mud on local streets, which is an additional source of airborne dust after it dries. The BAAQMD recommends all projects include a "basic" set of best management practices (BMPs) to manage fugitive dust and considers impacts from dust (i.e., fugitive PM_{10} and $PM_{2.5}$) to be less-than-significant if BMPs are implemented to reduce these emissions. Mitigation Measure AIR-1 of the HEU EIR would implement the BAAQMD basic BMPs to control dust during construction.

***City of Mountain View Standard Condition:* BMPs for Construction Dust Suppression.**

During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures listed below would reduce the air quality impacts associated with grading and new construction to a less-

than-significant level. The contractor shall implement the following BMPs that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

7. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.

8. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.

9. Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

Effectiveness of Standard Condition BMP Implementation

The measures above are consistent with the City of Mountain View's Standard Condition and BAAQMD-recommended basic BMPs for reducing fugitive dust contained in the BAAQMD CEQA Air Quality Guidelines. For this analysis, only the basic set of BMPs are required as the unmitigated fugitive dust emissions from construction are below the BAAQMD single-source threshold.

Construction Health Risk Impacts

HEU EIR Mitigation Measure AIR-2 requires the analysis of health risks from construction emissions for projects located within 1,000 feet of sensitive receptors, as described above. Project impacts related to increased health risk can occur by generating emissions of TACs and air pollutants. Temporary project construction activity would generate emissions of DPM from equipment and trucks and generate dust on a temporary basis that could affect nearby sensitive receptors. Additionally, there are

existing sources of TACs and localized air pollutants in the vicinity of the project. The cumulative impact of the Project and existing TAC sources was assessed.

Health Risk Methodology for Construction

Health risk impacts were addressed by predicting increased cancer risk, the increase in annual $PM_{2.5}$ concentrations, and by computing the Hazard Index (HI) for non-cancer health risks. Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. These exhaust emissions pose health risks for sensitive receptors such as surrounding residents, school students, and daycare infants/children. The primary health risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. A health risk assessment of the project construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$.[9] This assessment included dispersion modeling to predict the offsite and onsite concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated. The project maximally exposed individual (MEI) is identified as the sensitive receptor that is most impacted by the project's construction.

The methodology for computing health risks impacts is contained in Appendix E of the BAAQMD CEQA Guidelines. TAC and $PM_{2.5}$ emissions are calculated, a dispersion model used to estimate ambient pollutant concentrations, and cancer risks and HI calculated using DPM concentrations.

Modeled Sensitive Receptors

Receptors for this assessment included locations where sensitive populations would be present for extended periods of time (i.e., chronic exposures). This includes the existing residences near the site and Claudia's Daycare as shown in Figure 1. Residential receptors are assumed to include all receptor groups (i.e., third trimester, infants, children, and adults) with almost continuous exposure to project emissions. Infant exposures were assumed at Claudia's Daycare. While there are additional receptors within 1,000 feet of the project site, the receptors chosen are adequate to identify maximum impacts from the project.

Construction Emissions

The CalEEMod model provided total uncontrolled annual PM_{10} exhaust emissions (assumed to be DPM) for the off-road construction equipment and for exhaust emissions from on-road vehicles. Total DPM emissions were estimated to be 0.01 tons (17 pounds) and fugitive dust emissions ($PM_{2.5}$) to be less than 0.01 tons (4 pounds) from all construction stages. The on-road emissions are a result of haul truck travel during grading activities, worker travel, and vendor deliveries during construction. A trip length of one mile was used to represent vehicle travel while at or near the construction site. It was assumed that the emissions from on-road vehicles traveling at or near the site would occur at the construction site.

[9] DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.

Dispersion Modeling

The U.S. EPA AERMOD dispersion model was used to predict DPM and $PM_{2.5}$ concentrations at sensitive receptors (i.e., residences) in the vicinity of the project construction area. The AERMOD dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types of emission activities for CEQA projects.[10] Emission sources for the construction site were grouped into two categories: exhaust emissions of DPM and fugitive $PM_{2.5}$ dust emissions.

Construction Sources

Combustion equipment DPM exhaust emissions were modeled as an array of point sources to reflect construction equipment and trucks operating at the site. These sources included nine-foot release heights (construction equipment exhaust stack height) that were placed at 23 feet (7 meter) intervals throughout the construction site. This resulted in 135 individual point sources being used to represent mobile equipment DPM exhaust emissions in the construction area during full site demolition and grading activities. In addition, the following stack parameters were used: a vertical release, a stack diameter of 2.5 inches, an exhaust temperature of 918˚F, and an exit velocity of 309 feet per second. Point source plume rise is calculated by the AERMOD dispersion model. Emissions from vehicle travel on- and off-site for each phase were also distributed among the point sources throughout the site. The point sources used for the modeling are shown in Figure 1.

For modeling fugitive $PM_{2.5}$ emissions, an area source with a near-ground level release height of 7 feet (2 meters) was used. Fugitive dust emissions at construction sites come from a variety of sources, including truck and equipment travel, grading activities, truck loading (with loaders) and unloading (rear or bottom dumping), loaders and excavators moving and transferring soil and other materials, etc. All of these activities result in fugitive dust emissions at various heights at the point(s) of generation. Once generated, the dust plume will tend to rise as it moves downwind across the site and exit the site at a higher elevation than when it was generated. For all these reasons, a 7-foot release height was used as the average release height across the construction site. Emissions from the construction equipment and on-road vehicle travel were distributed throughout the modeled area sources.

AERMOD Inputs and Meteorological Data

The modeling used a five-year data set (2013 - 2017) of hourly meteorological data from the Moffett Field Airport was used with the AERMOD model. Construction emissions were modeled as occurring Monday through Friday between 7:00 a.m. to 6:00 p.m., based on the applicant's provided construction schedule. Annual DPM and $PM_{2.5}$ concentrations from construction activities during the 2026 - 2027 period were calculated at nearby sensitive receptors using the model. Receptor heights of 5 feet (1.5 meters) were used to represent the breathing height on the first floor of nearby single-family residences.[11] A receptor height of 3 feet (1 meter) was used to represent the breathing height of infants at Claudia's Daycare.

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[10] BAAQMD, 2023, *Appendix E of the 2022 BAAQMD CEQA Guidelines.* April.

[11] Bay Area Air Quality Management District, 2012, Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0. May. Web: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/risk-modeling-approach-may-2012.pdf?la=en

Summary of Construction Health Risk Impacts

The maximum increased cancer risks were calculated using the modeled TAC concentrations combined with BAAQMD CEQA guidance for age sensitivity factors and exposure parameters. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. Third trimester, infant, child, and adult exposures were assumed to occur at all residences for the entire construction period, while infant exposure was assumed at the daycare.

Non-cancer health hazards and maximum $PM_{2.5}$ concentrations were also calculated. The maximum modeled annual $PM_{2.5}$ concentration was calculated based on combined exhaust and fugitive concentrations. The maximum computed HI value was based on the ratio of the maximum DPM concentration modeled and the chronic inhalation DPM reference exposure level of 5 $\mu g/m^3$.

The modeled maximum annual DPM and $PM_{2.5}$ concentrations were identified at nearby sensitive receptors (as shown in Figure 1) to find the maximally exposed individuals (MEI). Results of this assessment indicated that the construction MEI was located on the first floor (5 feet above the ground) of a single-family home south of the construction site. Table 4 summarizes the maximum cancer risks, $PM_{2.5}$ concentrations, and HI for project related construction activities affecting the construction MEI. *Attachment 2* to this report includes the emission calculations used for the construction modeling and the cancer risk calculations.

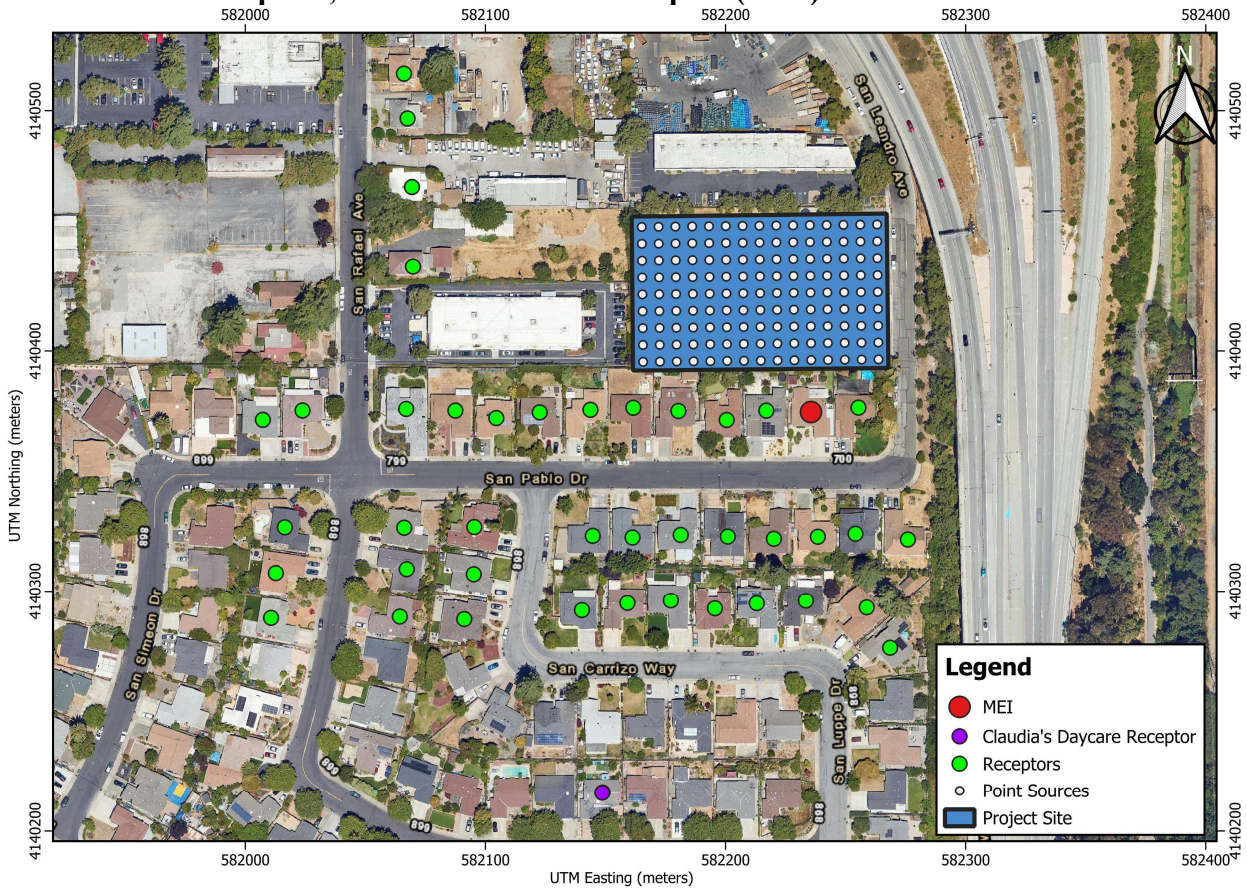
Construction health risk impacts are shown in Table 4. The uncontrolled maximum cancer risk, annual $PM_{2.5}$ concentration, and HI from construction activities at the construction MEI would not exceed the BAAQMD single-source significance thresholds.

Additionally, modeling was conducted to predict the cancer risks, non-cancer health hazards, and maximum $PM_{2.5}$ concentrations associated with construction activities at the nearby Claudia's Daycare. The maximum increased cancer risks were adjusted using infant exposure parameters at the daycare. As shown in Table 4, the uncontrolled risk values at this location does not exceed the BAAQMD single-source significance thresholds.

Table 4. Construction Risk Impacts at the Off-Site MEIs

Source		Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Maximum Residential Risks				
Project Construction	Unmitigated	3.33 (infant)	0.04	<0.01
	BAAQMD Single-Source Threshold	***>10.0***	***>0.3***	***>1.0***
Exceed Threshold?	Unmitigated	*No*	*No*	*No*
Impacts at Claudia's Daycare				
Project Construction	Unmitigated	2.39 (infant)	0.01	<0.01
	BAAQMD Single-Source Threshold	***>10.0***	***>0.3***	***>1.0***
Exceed Threshold?	Unmitigated	*No*	*No*	*No*

Figure 1. Location of Project Construction Site, Point Sources, Off-Site Sensitive Receptors, and Maximum TAC Impact (MEI)

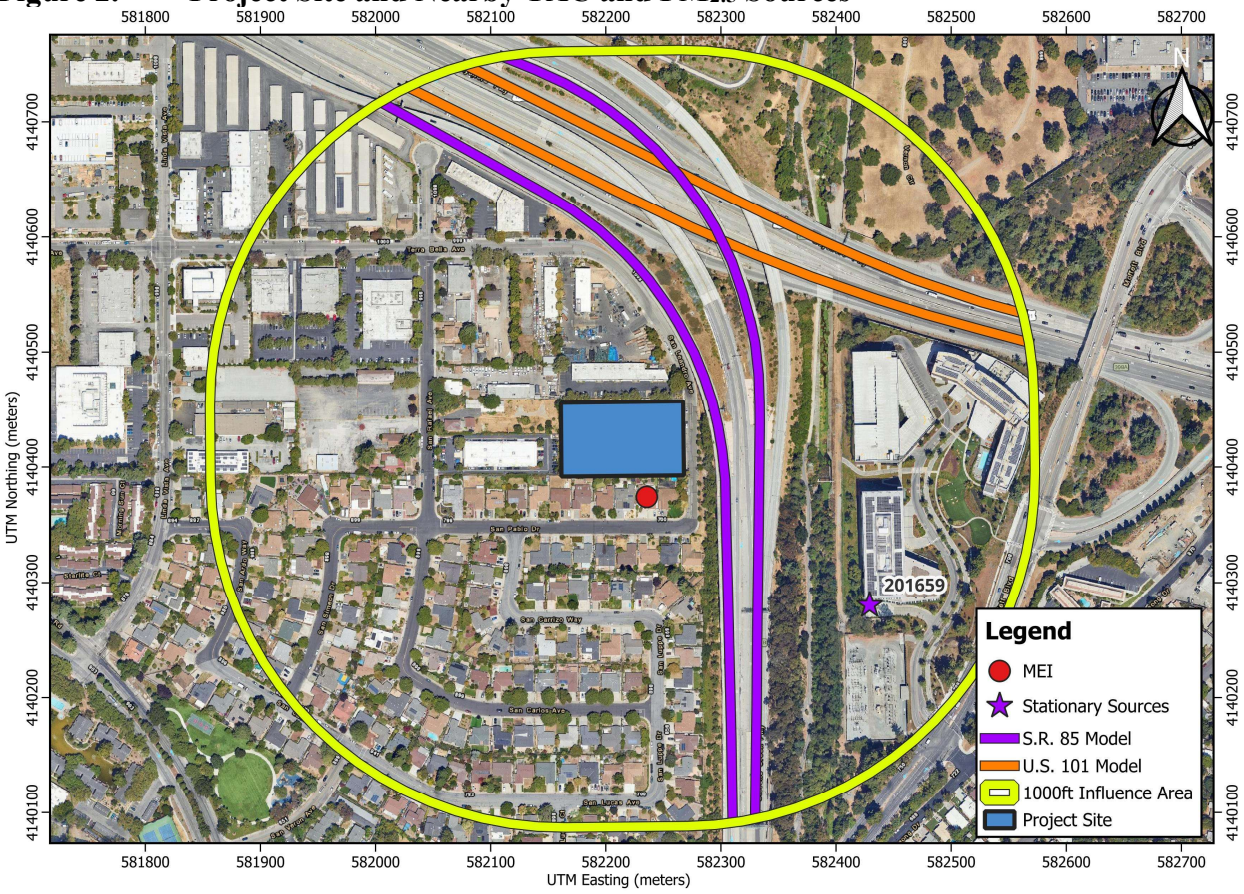


Cumulative Health Risk Impacts

Cumulative health risk assessments look at all substantial sources of TACs located within 1,000 feet of a project site (i.e., influence area) that can affect sensitive receptors. These sources include rail lines, highways, busy surface streets, and stationary sources identified by BAAQMD.

A review of the project area using BAAQMD's geographic information systems (GIS) screening maps identified the existing health risks from nearby roadway and stationary sources at the MEIs. Two highways, U.S. 101 and State Route 85 (S.R. 85), and one stationary source within the 1,000-foot influence area could have cumulative health risk impacts at the MEI. Figure 2 shows the locations of the sources affecting the MEI within the influence area. Health risk impacts from these sources upon the MEI are reported in Table 5. Details of the cumulative screening and health risk calculations are included in *Attachment 3.*

Figure 2. Project Site and Nearby TAC and $PM_{2.5}$ Sources



Highways – U.S. 101 and S.R. 85

The project MEI is located near U.S. 101 and S.R. 85. A refined analysis of the impacts of TACs and $PM_{2.5}$ to the MEI receptor is necessary to evaluate potential cancer risks and $PM_{2.5}$ concentrations from U.S. 101 and S.R. 85. A review of the traffic information reported by Caltrans indicates that U.S. 101 traffic includes 205,000 vehicles per day (based on an annual average)[12] that are about 4.50 percent trucks, of which 2.0 percent are considered diesel heavy duty trucks and 2.5 percent are medium duty trucks.[13] A review of the same data indicates that S.R. 85 includes 67,000 vehicles per day (based on an annual average) that are about 2.00 percent trucks, of which 1.3 percent are considered diesel heavy duty trucks and 0.7 percent are medium duty trucks.

Emission Rates

This analysis involved the development of DPM, organic TACs, and $PM_{2.5}$ emissions for traffic on U.S. 101 and S.R. 85 using the Caltrans version of the EMFAC2021 emissions model, known as CT-EMFAC2021. CT-EMFAC2021 provides emission factors for mobile source criteria pollutants and TACs, including DPM. Emission processes modeled include running exhaust for DPM, $PM_{2.5}$ and total organic compounds (e.g., TOG), running evaporative losses for TOG, tire

[12] Caltrans. 2025. *2022 Traffic Volumes California State Highways.*
[13] Caltrans. 2025. *2022 Annual Average Daily Truck Traffic on the California State Highway System.*

and brake wear, and fugitive road dust for $PM_{2.5}$. All $PM_{2.5}$ emissions from all vehicles were used, rather than just the $PM_{2.5}$ fraction from diesel powered vehicles, because all vehicle types (i.e., gasoline and diesel powered) produce $PM_{2.5}$. Additionally, $PM_{2.5}$ emissions from vehicle tire and brake wear and from re-entrained roadway dust were included. DPM emissions are projected to decrease in the future and are reflected in the CT-EMFAC2021 emissions data. Inputs to the model include region (i.e., Santa Clara County), type of road (i.e., freeway), Caltrans estimated local truck mix on U.S. 101 and S.R. 85 (4.50 percent and 2.00 percent),[14] traffic mix assigned by CT-EMFAC2021 for the county, year of analysis (2026 – construction start year), and season (annual).

In order to estimate TAC and $PM_{2.5}$ emissions over the 30-year exposure period used for calculating the increased cancer risks for sensitive receptors at the construction MEI, the CT-EMFAC2021 model was used to develop vehicle emission factors for the year 2026. Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CT-EMFAC2021. Year 2026 emissions were conservatively assumed as being representative of future conditions over the time period that cancer risks are evaluated.

The traffic information reported by Caltrans for U.S. 101 was increased 1 percent per year to 213,200 vehicles per day (based on an annual average) that includes previously described truck mix.[15] The same approach was used for S.R. 85 yielding 69,680 vehicles per day (based on an annual average) that includes the previously described truck mix. Hourly traffic distributions specific to these segments of U.S. 101 and S.R. 85 were obtained from Caltrans Performance Measurement System (PeMS). PeMS data is collected in real-time from nearly 40,000 individual detectors spanning the freeway system across all major metropolitan areas of California.[16] The fraction of traffic volume each hour was calculated and applied to the 2026 average daily traffic volumes calculation to estimate hourly traffic emission rates for U.S. 101 and S.R. 85.

Based on traffic data from the Caltrans PeMS, traffic speeds during the daytime and nighttime periods were identified. For northbound traffic on U.S. 101, the following was assumed for all vehicles:

- 65 mph – From 12:00 a.m. until 6:00 a.m., and 8:00 p.m. until 12:00 a.m.
- 60 mph – From 6:00 a.m. until 7:00 a.m., 12:00 p.m. until 2:00 p.m., and 7:00 p.m. until 8:00 p.m.
- 55 mph – From 10:00 a.m. until 12:00 p.m., 2:00 p.m. until 4:00 p.m., and 6:00 p.m. until 7:00 p.m.
- 50 mph – From 7:00 a.m. until 10:00 a.m., and 4:00 p.m. until 6:00 p.m.

[14] Caltrans. 2024. *2021 Annual Average Daily Truck Traffic on the California State Highways.* Web: https://dot.ca.gov/programs/traffic-operations/census
[15] Caltrans. 2024. *2021 Annual Average Daily Truck Traffic on the California State Highway System.* Web: https://dot.ca.gov/programs/traffic-operations/census.
[16] https://dot.ca.gov/programs/traffic-operations/mpr/pems-source

For southbound traffic on U.S. 101, the following was assumed for all vehicles:

- 65 mph – From 12:00 a.m. until 8:00 a.m., and 8:00 p.m. until 12:00 a.m.
- 60 mph – From 8:00 a.m. until 4:00 p.m., and 7:00 p.m. until 8:00 p.m.
- 55 mph – From 4:00 p.m. until 5:00 p.m., and 6:00 p.m. until 7:00 p.m.
- 50 mph – From 5:00 p.m. until 6:00 p.m.

For northbound traffic on S.R. 85, the following was assumed for all vehicles:

- 70 mph – From 12:00 a.m. until 7:00 a.m., 1:00 p.m. until 5:00 p.m., and 7:00 p.m. until 12:00 a.m.
- 65 mph – From 7:00 a.m. until 9:00 a.m., 10:00 a.m. until 1:00 p.m., and 5:00 p.m. until 7:00 p.m.
- 60 mph – From 9:00 a.m. until 10:00 a.m.

For southbound traffic on S.R. 85, the following was assumed for all vehicles:

- 65 mph – From 12:00 a.m. until 4:00 p.m., and 6:00 p.m. until 12:00 a.m.
- 60 mph – From 4:00 p.m. until 6:00 p.m.

Dispersion Modeling

Dispersion modeling of TAC and $PM_{2.5}$ emissions was conducted using the EPA AERMOD air quality dispersion model, which is recommended by the BAAQMD for this type of analysis.[17] TAC and $PM_{2.5}$ emissions from traffic on U.S. 101 and S.R. 85 within 1,000 feet of the project site were evaluated. Vehicle traffic on the roadways was modeled using a series of area sources along a line (line area sources); with line segments used for opposing travel directions on each roadway. The same meteorological data and off-site sensitive receptor MEI location from the previous project impact dispersion modeling were used in the roadway modeling. Other inputs to the model included road geometry, hourly traffic emissions, and receptor locations and heights. Annual TAC and $PM_{2.5}$ concentrations from traffic on the roadways were calculated using the model. Concentrations were calculated at the construction MEI with a receptor height of 5 feet (1.5 meters) to represent the breathing height at the MEI receptor.

Computed Cancer and Non-Cancer Health Impacts

Maximum increased lifetime cancer risks and annual $PM_{2.5}$ concentrations for the receptors were computed using modeled TAC and $PM_{2.5}$ concentrations and BAAQMD methods and exposure parameters. The traffic-related cancer risk, $PM_{2.5}$ concentration, and HI impacts on the construction MEI are shown in Table 5. Figure 2 shows the roadway links used for the modeling and receptor locations where concentrations were calculated. Details of the emission calculations, dispersion modeling, and cancer risk calculations for the receptors with the maximum cancer risk from U.S. 101 and S.R. 85 traffic are provided in *Attachment 3.*

[17] BAAQMD, 2023, *Appendix E of the 2022 BAAQMD CEQA Guidelines.* April.

Construction Risk Impacts from Nearby Developments

A review of the City of Mountain View's Development Projects webpage January 2025 update indicates that the following planned or approved projects are located near the proposed project[18]:

- **1020 Terra Bella Avenue** – This project is located approximately 650 feet northwest of the proposed project and 950 feet from the project MEI. This project is approved to develop an six-story, 108-unit affordable rental housing building and a two-story above grade parking garage. This project was analyzed by *Illingworth & Rodkin, Inc.* and is currently approved for construction. As a result, construction of the 1020 Terra Bella Avenue project could overlap with this project's construction period.

- **1040 Terra Bella Avenue** – This project is located approximately 750 feet northwest of the proposed project and 1,050 feet northwest of the project MEI. This project is approved to develop two personal storage buildings that are six- and four-stories in size. This project was analyzed by *Illingworth & Rodkin, Inc.* and is currently approved for construction. As a result, construction of the 1040 Terra Bella Avenue project could overlap with this project's construction period.

The mitigated construction risks and hazard impact values for the 1020 and 1040 Terra Bella projects was available from their air quality technical report analyzed by *Illingworth & Rodkin, Inc*[19]. These projects were analyzed together but are listed separately by the City of Mountain View on their development projects webpage. For the purpose of this analysis, it was conservatively assumed the entire construction period from the proposed project would overlap with the 1020 and 1040 Terra Bella Avenue construction schedules. It is assumed that the maximum construction risk impacts from those projects would occur at the proposed project's MEI. This approach likely provides an overestimate of the health risk and hazard levels because it assumes that maximum impacts from the nearby development occurs concurrently with the proposed project. The mitigated construction risks reported in that air quality assessment were included in the cumulative risks in table 5.

BAAQMD Permitted Stationary Sources

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's *Permitted Stationary Sources 2022* GIS website,[20] which identifies the location of nearby stationary sources and their estimated risk and hazard impacts, including emissions and adjustments to account for OEHHA guidance. One source was identified using this tool, an emergency diesel generator. The BAAQMD GIS website provided screening risks and hazards for the diesel generator, therefore a stationary source information request was not submitted.

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[18] City of Mountain View Development Update – January 2025, web: https://www.mountainview.gov/home/showpublisheddocument/10653/638735936825030000

[19] Terra Bella Public Storage & Housing Project Air Quality & Greenhouse Gas Assessment, CEQAnet Web Portal. Document URL: https://ceqanet.opr.ca.gov/2022110590/Attachment/96XWSJ

[20] BAAQMD, https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=845658c19eae4594b9f4b805fb9d89a3

The screening risk and hazard levels provided by BAAQMD for the stationary sources were adjusted for distance using BAAQMD's *Distance Adjustment Multiplier Tool for Diesel Internal Combustion Engines*. Health risk impacts from the stationary sources upon the MEI are reported in Table 5.

Summary of Cumulative Health Risk Impacts

Table 5 reports both the project and cumulative health risk impacts. The cumulative annual cancer risk, maximum $PM_{2.5}$ concentration and HI values would not exceed the BAAQMD's cumulative source health risk thresholds.

Table 5. Impacts from Combined Sources at Project MEIs

Source		Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Impacts				
Project Construction	Unmitigated	3.33 (infant)	0.04	<0.01
BAAQMD Single-Source Threshold		***>10.0***	***>0.3***	***>1.0***
Exceed Threshold?	Unmitigated	*No*	*No*	*No*
Cumulative Impacts				
U.S. 101 – ADT 213,200		2.83	0.14	<0.01
S.R. 85 – ADT 69,680		1.80	0.10	<0.01
Google LLC (Facility ID #201659, Generator), MEI at 980 feet.		1.48	<0.01	-
1020 & 1040 Terra Bella Avenue Mitigated Construction Risk Impacts		3.52	0.06	<0.01
Cumulative Total	Unmitigated	12.96	<0.35	<0.04
BAAQMD Cumulative Source Threshold		***>100***	***>0.8***	***>10.0***
Exceed Threshold?	Unmitigated	*No*	*No*	*No*

Non-CEQA: On-site Health Risk Assessment of TAC Sources - New Sensitive Receptors

A health risk assessment was completed to assess the impact that the existing TAC sources would have on the new proposed sensitive receptors (residents) that the project would introduce. The same TAC sources identified above were used in this health risk assessment.[21] On-site health risk results are listed in Table 6. *Attachment 3* includes the screening information used for TAC source impacts upon the proposed on-site sensitive receptors.

[21] We note that to the extent this analysis considers *existing* air quality issues in relation to the impact on *future residents* of the Project, it does so for informational purposes only pursuant to the judicial decisions in *CBIA v. BAAQMD* (2015) 62 Cal.4th 369, 386 and *Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455, 473, which confirm that the impacts of the environment on a project are excluded from CEQA unless the project itself "exacerbates" such impacts. Cal.App.4th 455, 473, which confirm that the impacts of the environment on a project are excluded from CEQA unless the project itself "exacerbates" such impacts.

Highways – U.S. 101 and S.R. 85

The highway analysis for the new project residents was conducted in the same manner as described above for addressing cumulative risks at the off-site MEI receptor. However, the year 2027 (operational year) emission factors were conservatively assumed as being representative of future conditions, instead of 2026 (construction year). An analysis based on 2027 resulted in an increased ADT on U.S. 101 of 215,250 vehicles and 70,350 vehicles on S.R. 85. The project set of receptors were placed throughout the project residential areas and were spaced every 23 feet (7 meters). Highway impacts were modeled at receptor heights of 15 feet (4.5 meters) representing sensitive receptors on the second floors of the condominiums where the living areas of the home are located based on project plans provided by the applicant.[22] The portions of U.S. 101 and S.R. 85 included in the modeling are shown in Figure 3 along with the project site and receptor locations where impacts were modeled.

Maximum increased cancer risks were calculated for the residents at the project site using the maximum modeled TAC concentrations. A 30-year exposure period was used in calculating cancer risks assuming the residents would include third trimester pregnancy and infants/children and were assumed to be in the new housing area for 24 hours per day for 350 days per year. The highest impacts from U.S. 101 and S.R. 85 occurred at a receptor on the second floor at the northeastern corner of the project site. Cancer risks associated with the highways are greatest closest to the highways and decrease with distance from the highways. The highway health risk impacts at the project site are shown in Table 6. Details of the highway emission calculations, dispersion modeling, and cancer risk calculations are contained in *Attachment 3.*

Construction Risk Impacts from Nearby Developments

While the construction periods of the 1020 and 1040 Terra Bella Avenue projects is assumed to occur concurrently with this proposed project's construction period, as discussed above, table 6 includes the mitigated risk impacts from their air quality technical report. In the event that construction of those projects is postponed for any reason, the potential exists for this project to be occupied during construction of 1020 and 1040 Terra Bella Avenue. This is a conservative assumption but is intended to show the worse case scenario impacts to project receptors.

Stationary Sources

The stationary source screening analysis for the new project sensitive receptors was conducted in the same manner as described above for the cumulative analysis. Table 6 includes the health risk assessment results for the stationary sources.

Summary of Cumulative Health Risks at the Project Site

Health risk impacts from the existing TAC sources upon the project site are reported in Table 6. The risks from the singular TAC sources are compared against the BAAQMD single-source threshold. The risks from all the sources are then combined and compared against the BAAQMD cumulative-source threshold. As shown, existing sources of TAC emissions do not exceed the

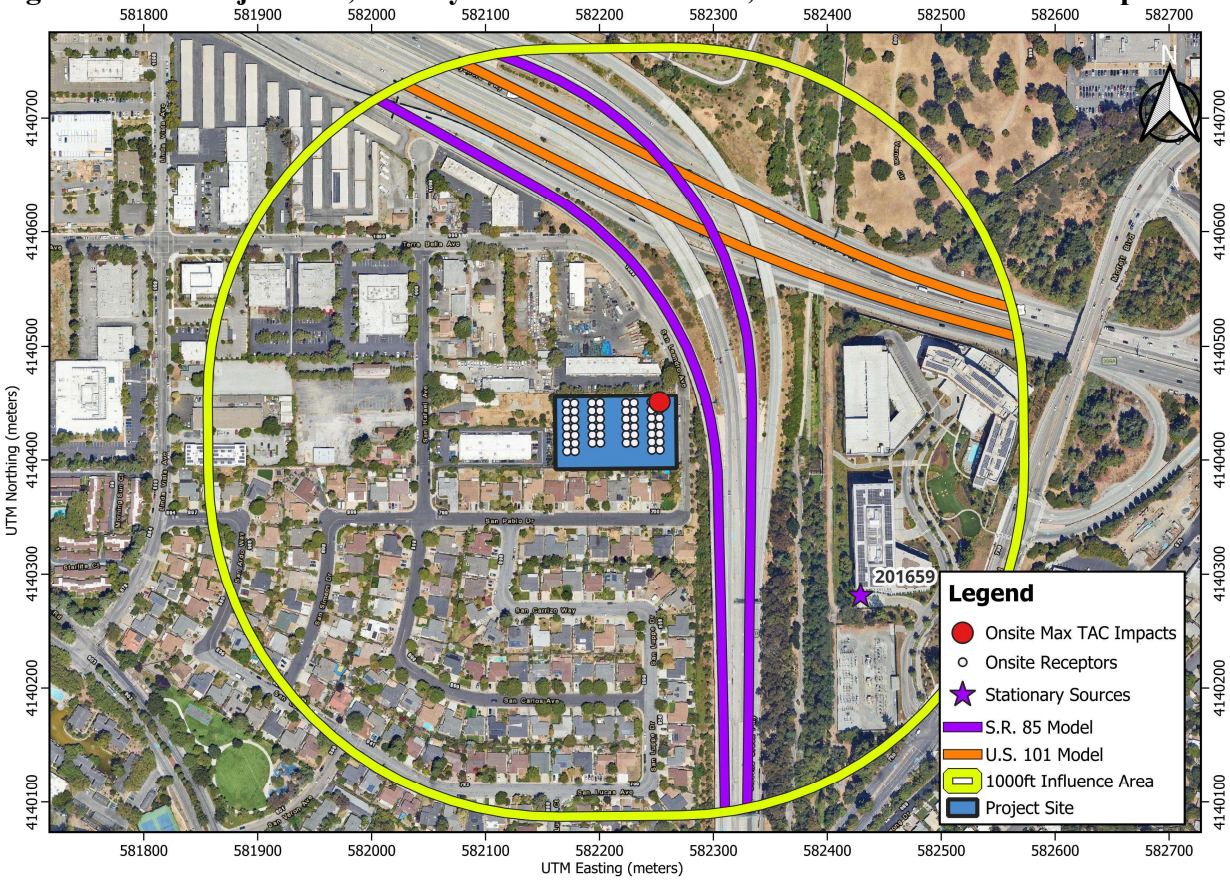
[22] File: *4th Submittal Drawings.pdf*

BAAQMD single-source or cumulative-source thresholds for cancer risk, annual $PM_{2.5}$ concentration, or HI.

Table 6. Impacts from Cumulative Sources to Project Site Receptors

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
U.S. 101 – ADT 215,250	4.33	0.22	<0.01
S.R. 85 – ADT 70,350	2.65	0.17	<0.01
Google LLC (Facility ID #201659, Generator), MEI at 980 feet.	1.33	<0.01	<0.01
1020 & 1040 Terra Bella Avenue Mitigated Construction Risk Impacts	3.52	0.06	<0.01
BAAQMD Single-Source Threshold	***>10.0***	***>0.3***	***>1.0***
Exceed Threshold?	*No*	*No*	*No*
Cumulative Total	11.83	<0.46	<0.04
BAAQMD Cumulative Source Threshold	***>100***	***>0.8***	***>10.0***
Exceed Threshold?	*No*	*No*	*No*

Figure 3. Project Site, Nearby Cumulative Sources, and On-Site Max TAC Impacts



Supporting Documentation

Attachment 1 includes the CalEEMod outputs for project construction emissions. Also included are any modeling assumptions.

Attachment 2 includes the health risk assessment. This includes the summary of the dispersion modeling and the cancer risk calculations for construction. The AERMOD dispersion modeling files for this assessment, which are quite voluminous, are available upon request and would be provided in digital format.

Attachment 3 includes the cumulative health risk screening, modeling, and calculations from sources affecting the construction MEI and project sensitive receptors.

Attachment 1: CalEEMod Input Assumptions and Outputs

Air Quality/Noise Construction Information Data Request

Project Name: 922-944 San Leandro St, Mountain View

Complete ALL Portions in Yellow

See Equipment Type TAB for type, horsepower and load factor

Project Size
38 Dwelling Units
1.69 total project acres disturbed
73,084 s.f. residential
s.f. retail
s.f. office/commercial
s.f. other, specify:
s.f. parking garage spaces
s.f. parking lot 14 spaces

Construction Days (i.e, M-F) Monday to Friday

Construction Hours 7 am to 6 pm

Pile Driving? No

Project include on-site GENERATOR OR FIRE PUMP during project OPERATION (not construction)? Y/N? __NO__

IF YES (if BOTH separate values) -->

Kilowatts/Horsepower: _____

Fuel Type: _____

Location in project (Plans Desired if Available):

DO NOT MULTIPLY EQUIPMENT HOURS/DAY BY THE QUANTITY OF EQUIPMENT

Quantity	Description	HP	Load Factor	Hours/day	Total Work Days	Avg. Hours per day	HP Annual Hours	Comments
	Demolition	**Start Date:**	**1/1/2026**	**Total phase:**	**20**			**Overall Import/Export Volumes**
		End Date:	**1/29/2026**					
	Concrete/Industrial Saws	81	0.73					**Demolition Volume**
2	Excavators	158	0.38	6	20	6	14410	Square footage of buildings to be demolished
	Rubber-Tired Dozers	247	0.4					(*or* total tons to be hauled)
1	Tractors/Loaders/Backhoes	97	0.37	6	20	6	4307	**17,470** square feet *or*
	Other Equipment?							**?** Hauling volume (tons)
								Any pavement demolished and hauled? **641 tons**
	Site Preparation	**Start Date:**		**Total phase:**	**0**			
		End Date:						
	Graders	187	0.41		0		0	
	Rubber Tired Dozers	247	0.4					
	Tractors/Loaders/Backhoes	97	0.37		0		0	
	Other Equipment? Scapers	367	0.48		0		0	
	Grading / Excavation / Utility Trenching	**Start Date:**	**1/30/2026**	**Total phase:**	**46**			
		End Date:	**4/4/2026**					**Soil Hauling Volume**
1	Excavators	158	0.38	6	46	6	16571	Export volume = **0** cubic yards
	Graders	187	0.41					Import volume = **3500** cubic yards
	Rubber Tired Dozers	247	0.4					
	Concrete/Industrial Saws	81	0.73					
1	Tractors/Loaders/Backhoes	97	0.37	6	46	6	9906	
	Other Equipment?							
	Trenching/Foundation	**Start Date:**	**4/5/2026**	**Total phase:**	**10**			
		End Date:	**4/19/2026**					
2	Tractor/Loader/Backhoe	97	0.37	6	10	6	4307	
1	Excavators	158	0.38	6	10	6	3602	
	Other Equipment?							
	Building - Exterior	**Start Date:**	**2/13/2026**	**Total phase:**	**220**			**Cement Trucks? 120 Total Round-Trips**
		End Date:	**12/18/2026**					
	Cranes	231	0.29					Electric? (Y/N) No Otherwise assumed diesel
1	Forklifts	89	0.2	6	220	6	23496	Liquid Propane (LPG)? (Y/N) No Otherwise Assumed diesel
1	Generator Sets	84	0.74	6	220	6	82051	Or temporary line power? (Y/N) Yes
	Tractors/Loaders/Backhoes	97	0.37					
	Welders	46	0.45					
	Other Equipment?							
	Building - Interior/Architectural Coating	**Start Date:**	**12/19/2026**	**Total phase:**	**10**			
		End Date:	**1/2/2027**					
1	Air Compressors	78	0.48	6	10	6	2246	
	Aerial Lift	62	0.31					
	Other Equipment?							
	Paving	**Start Date:**	**4/5/2026**	**Total phase:**	**10**			
		Start Date:	**4/19/2026**					
	Cement and Mortar Mixers	9	0.56					
1	Pavers	130	0.42	6	10	6	3276	**Asphalt? 200 cubic yards or ____ round trips?**
	Paving Equipment	132	0.36					
2	Rollers	80	0.38	6	10	6	3648	
1	Tractors/Loaders/Backhoes	97	0.37	6	10	6	2153	
1	Other Equipment? Grader	187	0.41	6	10	6	4600	

Equipment types listed in "Equipment Types" worksheet tab.

Equipment listed in this sheet is to provide an example of inputs

It is assumed that water trucks would be used during grading

Add or subtract phases and equipment, as appropriate

Modify horsepower or load factor, as appropriate

Complete one sheet for each project component

Construction Criteria Air Pollutants							
Unmitigated	ROG	NOX	PM10 Exhaust	PM2.5 Exhaust	PM2.5 Fugitive	**CO2e**	
Year	Tons					MT	
Construction Equipment							
2026	0.59	0.29	0.01	0.01	0.01	108.71	
	Total Construction Emissions						
Tons	0.59	0.29	0.01	0.01		108.71	
Pounds/Workdays	*Average Daily Emissions*					Workdays	
2026	4.46	2.17	0.07	0.07			**263**
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**			
	Total Construction Emissions						
Pounds	1172.25	570.41	18.57	17.19		0.00	
Average	4.46	2.17	0.07	0.07		0.00	263.00
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**			

24-171 922-944 San Leandro St, Mountain View T4F Detailed Report

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4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

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

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

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

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

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

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	24-171 922-944 San Leandro St, Mountain View T4F
Construction Start Date	1/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	28.2
Location	922 San Leandro St, Mountain View, CA 94043, USA
County	Santa Clara
City	Mountain View
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1733
EDFZ	1
Electric Utility	Silicon Valley Clean Energy
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Condo/Townhouse	38.0	Dwelling Unit	1.69	73,084	28,203	—	114	—

Parking Lot	14.0	Space	0.00	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers
Construction	C-10-A	Water Exposed Surfaces
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	1.14	9.26	0.38	0.53	0.91	0.35	0.13	0.48	2,785
Mit.	0.42	3.53	0.06	0.53	0.59	0.06	0.13	0.19	2,785
% Reduced	63%	62%	83%	—	35%	82%	—	60%	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	103	3.69	0.10	1.24	1.32	0.10	0.23	0.30	1,704
Mit.	103	2.62	0.04	1.24	1.26	0.04	0.23	0.25	1,704
% Reduced	< 0.5%	29%	58%	—	4%	57%	—	16%	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.81	1.56	0.05	0.27	0.32	0.05	0.06	0.11	656
Mit.	2.74	0.99	0.02	0.27	0.29	0.02	0.06	0.08	656
% Reduced	2%	37%	58%	—	9%	57%	—	25%	—
Annual (Max)	—	—	—	—	—	—	—	—	—

Unmit.	0.51	0.28	0.01	0.05	0.06	0.01	0.01	0.02	109
Mit.	0.50	0.18	< 0.005	0.05	0.05	< 0.005	0.01	0.01	109
% Reduced	2%	37%	58%	< 0.5%	9%	57%	< 0.5%	25%	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2026	1.14	9.26	0.38	0.53	0.91	0.35	0.13	0.48	2,785
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2026	103	3.69	0.10	1.24	1.32	0.10	0.23	0.30	1,704
2027	103	0.84	0.02	0.05	0.06	0.02	0.01	0.03	176
Average Daily	—	—	—	—	—	—	—	—	—
2026	2.81	1.56	0.05	0.27	0.32	0.05	0.06	0.11	656
2027	0.40	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.69
Annual	—	—	—	—	—	—	—	—	—
2026	0.51	0.28	0.01	0.05	0.06	0.01	0.01	0.02	109
2027	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.11

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2026	0.42	3.53	0.06	0.53	0.59	0.06	0.13	0.19	2,785
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—

2026	103	2.62	0.04	1.24	1.26	0.04	0.23	0.25	1,704
2027	103	0.66	< 0.005	0.05	0.05	< 0.005	0.01	0.01	176
Average Daily	—	—	—	—	—	—	—	—	—
2026	2.74	0.99	0.02	0.27	0.29	0.02	0.06	0.08	656
2027	0.40	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.69
Annual	—	—	—	—	—	—	—	—	—
2026	0.50	0.18	< 0.005	0.05	0.05	< 0.005	0.01	0.01	109
2027	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.11

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.97	0.65	0.01	1.69	1.70	0.01	0.43	0.44	1,897
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.74	0.74	0.01	1.69	1.70	0.01	0.43	0.44	1,781
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.73	0.63	0.01	1.49	1.50	0.01	0.38	0.39	1,618
Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.50	0.12	< 0.005	0.27	0.27	< 0.005	0.07	0.07	268

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Mobile	0.94	0.63	0.01	1.69	1.70	0.01	0.43	0.44	1,829
Area	2.04	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.78
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	3.13
Water	—	—	—	—	—	—	—	—	5.18
Waste	—	—	—	—	—	—	—	—	53.2
Refrig.	—	—	—	—	—	—	—	—	0.52
Total	2.97	0.65	0.01	1.69	1.70	0.01	0.43	0.44	1,897
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	0.89	0.74	0.01	1.69	1.70	0.01	0.43	0.44	1,719
Area	1.85	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	3.13
Water	—	—	—	—	—	—	—	—	5.18
Waste	—	—	—	—	—	—	—	—	53.2
Refrig.	—	—	—	—	—	—	—	—	0.52
Total	2.74	0.74	0.01	1.69	1.70	0.01	0.43	0.44	1,781
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	0.79	0.62	0.01	1.49	1.50	0.01	0.38	0.39	1,553
Area	1.94	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.85
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	3.13
Water	—	—	—	—	—	—	—	—	5.18
Waste	—	—	—	—	—	—	—	—	53.2
Refrig.	—	—	—	—	—	—	—	—	0.52
Total	2.73	0.63	0.01	1.49	1.50	0.01	0.38	0.39	1,618
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.11	< 0.005	0.27	0.27	< 0.005	0.07	0.07	257
Area	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.47
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.52
Water	—	—	—	—	—	—	—	—	0.86

Waste	—	—	—	—	—	—	—	—	8.80
Refrig.	—	—	—	—	—	—	—	—	0.09
Total	0.50	0.12	< 0.005	0.27	0.27	< 0.005	0.07	0.07	268

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Mobile	0.94	0.63	0.01	1.69	1.70	0.01	0.43	0.44	1,829
Area	2.04	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.78
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	3.13
Water	—	—	—	—	—	—	—	—	5.18
Waste	—	—	—	—	—	—	—	—	53.2
Refrig.	—	—	—	—	—	—	—	—	0.52
Total	2.97	0.65	0.01	1.69	1.70	0.01	0.43	0.44	1,897
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	0.89	0.74	0.01	1.69	1.70	0.01	0.43	0.44	1,719
Area	1.85	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	3.13
Water	—	—	—	—	—	—	—	—	5.18
Waste	—	—	—	—	—	—	—	—	53.2
Refrig.	—	—	—	—	—	—	—	—	0.52
Total	2.74	0.74	0.01	1.69	1.70	0.01	0.43	0.44	1,781
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	0.79	0.62	0.01	1.49	1.50	0.01	0.38	0.39	1,553
Area	1.94	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.85
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	3.13

Water	—	—	—	—	—	—	—	—	5.18
Waste	—	—	—	—	—	—	—	—	53.2
Refrig.	—	—	—	—	—	—	—	—	0.52
Total	2.73	0.63	0.01	1.49	1.50	0.01	0.38	0.39	1,618
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.11	< 0.005	0.27	0.27	< 0.005	0.07	0.07	257
Area	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.47
Energy	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.52
Water	—	—	—	—	—	—	—	—	0.86
Waste	—	—	—	—	—	—	—	—	8.80
Refrig.	—	—	—	—	—	—	—	—	0.09
Total	0.50	0.12	< 0.005	0.27	0.27	< 0.005	0.07	0.07	268

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	2.01	0.06	—	0.06	0.06	—	0.06	432
Demolition	—	—	—	0.87	0.87	—	0.13	0.13	—
Onsite truck	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	0.11	< 0.005	—	< 0.005	< 0.005	—	< 0.005	23.7
Demolition	—	—	—	0.05	0.05	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.92
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
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.06	0.00	0.01	0.01	59.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.50	0.01	0.31	0.32	0.01	0.08	0.10	1,214
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.08	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	66.5
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	11.0

3.2. Demolition (2026) - Mitigated

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

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

Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.10	0.01	—	0.01	0.01	—	0.01	432
Demolition	—	—	—	0.87	0.87	—	0.13	0.13	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	23.7
Demolition	—	—	—	0.05	0.05	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.92
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
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.06	0.00	0.01	0.01	59.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.50	0.01	0.31	0.32	0.01	0.08	0.10	1,214
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.08	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	66.5

Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	11.0

3.3. Grading (2026) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	1.39	0.04	—	0.04	0.04	—	0.04	325
Dust From Material Movement	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	1.39	0.04	—	0.04	0.04	—	0.04	325
Dust From Material Movement	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.18	0.01	—	0.01	0.01	—	0.01	41.0
Dust From Material Movement	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	6.78
Dust From Material Movement	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.00	0.04	0.04	0.00	0.01	0.01	42.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.82	0.01	0.18	0.18	0.01	0.05	0.06	703
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.04	0.04	0.00	0.01	0.01	39.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.87	0.01	0.18	0.18	0.01	0.05	0.06	702
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.11	< 0.005	0.02	0.02	< 0.005	0.01	0.01	88.5
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.83
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	14.7

3.4. Grading (2026) - Mitigated

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

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

Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.60	0.01	—	0.01	0.01	—	0.01	325
Dust From Material Movement	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.60	0.01	—	0.01	0.01	—	0.01	325
Dust From Material Movement	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.08	< 0.005	—	< 0.005	< 0.005	—	< 0.005	41.0
Dust From Material Movement	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	6.78
Dust From Material Movement	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Worker	0.02	0.01	0.00	0.04	0.04	0.00	0.01	0.01	42.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.82	0.01	0.18	0.18	0.01	0.05	0.06	703
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.04	0.04	0.00	0.01	0.01	39.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.87	0.01	0.18	0.18	0.01	0.05	0.06	702
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.11	< 0.005	0.02	0.02	< 0.005	0.01	0.01	88.5
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.83
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	14.7

3.5. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.10	0.05	—	0.05	0.04	—	0.04	193
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.10	0.05	—	0.05	0.04	—	0.04	193

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.66	0.03	—	0.03	0.03	—	0.03	116
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.01	—	0.01	< 0.005	—	< 0.005	19.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.09	0.06	0.00	0.23	0.23	0.00	0.05	0.05	234
Vendor	< 0.005	0.13	< 0.005	0.03	0.03	< 0.005	0.01	0.01	113
Hauling	< 0.005	0.09	< 0.005	0.02	0.02	< 0.005	0.01	0.01	80.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.00	0.23	0.23	0.00	0.05	0.05	216
Vendor	< 0.005	0.14	< 0.005	0.03	0.03	< 0.005	0.01	0.01	113
Hauling	< 0.005	0.10	< 0.005	0.02	0.02	< 0.005	0.01	0.01	80.4
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.00	0.13	0.13	0.00	0.03	0.03	132
Vendor	< 0.005	0.08	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	67.9
Hauling	< 0.005	0.06	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	48.5
Annual	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.02	0.02	0.00	0.01	0.01	21.8
Vendor	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	11.2
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.02

3.6. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.65	0.03	—	0.03	0.02	—	0.02	193
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.65	0.03	—	0.03	0.02	—	0.02	193
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.39	0.02	—	0.02	0.01	—	0.01	116
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	< 0.005	—	< 0.005	< 0.005	—	< 0.005	19.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.09	0.06	0.00	0.23	0.23	0.00	0.05	0.05	234
Vendor	< 0.005	0.13	< 0.005	0.03	0.03	< 0.005	0.01	0.01	113
Hauling	< 0.005	0.09	< 0.005	0.02	0.02	< 0.005	0.01	0.01	80.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.00	0.23	0.23	0.00	0.05	0.05	216

Vendor	< 0.005	0.14	< 0.005	0.03	0.03	< 0.005	0.01	0.01	113
Hauling	< 0.005	0.10	< 0.005	0.02	0.02	< 0.005	0.01	0.01	80.4
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.00	0.13	0.13	0.00	0.03	0.03	132
Vendor	< 0.005	0.08	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	67.9
Hauling	< 0.005	0.06	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	48.5
Annual	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.02	0.02	0.00	0.01	0.01	21.8
Vendor	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	11.2
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	8.02

3.7. Paving (2026) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	5.25	0.25	—	0.25	0.23	—	0.23	1,097
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	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	0.14	0.01	—	0.01	0.01	—	0.01	30.0
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.97
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	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	0.03	0.00	0.10	0.10	0.00	0.02	0.02	107
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.41	< 0.005	0.09	0.09	< 0.005	0.02	0.03	354
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	9.70
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.61

3.8. Paving (2026) - Mitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.43	0.02	—	0.02	0.02	—	0.02	1,097
Paving	0.00	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	< 0.005	—	< 0.005	< 0.005	—	< 0.005	30.0
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.97
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	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	0.03	0.00	0.10	0.10	0.00	0.02	0.02	107
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.41	< 0.005	0.09	0.09	< 0.005	0.02	0.03	354
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	9.70
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.61

3.9. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	103	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.41
Architectural Coatings	2.62	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.56
Architectural Coatings	0.48	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.05	0.05	0.00	0.01	0.01	43.2

Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.11
Vendor	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
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.18
Vendor	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

3.10. Architectural Coating (2026) - Mitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	< 0.005	—	< 0.005	< 0.005	—	< 0.005	134
Architectural Coatings	103	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.41
Architectural Coatings	2.62	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.56
Architectural Coatings	0.48	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.05	0.05	0.00	0.01	0.01	43.2
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.11
Vendor	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
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.18
Vendor	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

3.11. Architectural Coating (2027) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	103	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.52
Architectural Coatings	0.40	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.09
Architectural Coatings	0.07	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.05	0.05	0.00	0.01	0.01	42.4
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.17
Vendor	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
Annual	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.03
Vendor	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

3.12. Architectural Coating (2027) - Mitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	< 0.005	—	< 0.005	< 0.005	—	< 0.005	134
Architectural Coatings	103	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.52
Architectural Coatings	0.40	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.09
Architectural Coatings	0.07	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.05	0.05	0.00	0.01	0.01	42.4
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.17
Vendor	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
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.03
Vendor	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

3.13. Trenching (2026) - Unmitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	2.17	0.07	—	0.07	0.06	—	0.06	544
Onsite truck	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	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.9

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.47
Onsite truck	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	0.00	0.06	0.06	0.00	0.01	0.01	64.0
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.64
Vendor	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
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.27
Vendor	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

3.14. Trenching (2026) - Mitigated

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

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.71	0.01	—	0.01	0.01	—	0.01	544

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	14.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.47
Onsite truck	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	0.00	0.06	0.06	0.00	0.01	0.01	64.0
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.64
Vendor	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
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.27
Vendor	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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.94	0.63	0.01	1.69	1.70	0.01	0.43	0.44	1,829
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.94	0.63	0.01	1.69	1.70	0.01	0.43	0.44	1,829
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.89	0.74	0.01	1.69	1.70	0.01	0.43	0.44	1,719
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.89	0.74	0.01	1.69	1.70	0.01	0.43	0.44	1,719
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.14	0.11	< 0.005	0.27	0.27	< 0.005	0.07	0.07	257
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.14	0.11	< 0.005	0.27	0.27	< 0.005	0.07	0.07	257

4.1.2. Mitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.94	0.63	0.01	1.69	1.70	0.01	0.43	0.44	1,829

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.94	0.63	0.01	1.69	1.70	0.01	0.43	0.44	1,829
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.89	0.74	0.01	1.69	1.70	0.01	0.43	0.44	1,719
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.89	0.74	0.01	1.69	1.70	0.01	0.43	0.44	1,719
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.14	0.11	< 0.005	0.27	0.27	< 0.005	0.07	0.07	257
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.14	0.11	< 0.005	0.27	0.27	< 0.005	0.07	0.07	257

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	3.13
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	3.13
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	3.13
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	3.13

Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.52
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	0.52

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	3.13
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	3.13
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	3.13
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	3.13
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.52
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	0.52

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Parking Lot	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	1.56	—	—	—	—	—	—	—	—
Architectural Coatings	0.28	—	—	—	—	—	—	—	—
Landscape Equipment	0.19	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.78
Total	2.04	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.78
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	1.56	—	—	—	—	—	—	—	—
Architectural Coatings	0.28	—	—	—	—	—	—	—	—
Total	1.85	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	0.29	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.47
Total	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.47

4.3.2. Mitigated

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

Source	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	1.56	—	—	—	—	—	—	—	—
Architectural Coatings	0.28	—	—	—	—	—	—	—	—
Landscape Equipment	0.19	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.78
Total	2.04	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.78
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	1.56	—	—	—	—	—	—	—	—
Architectural Coatings	0.28	—	—	—	—	—	—	—	—
Total	1.85	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—

Hearths	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	0.29	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.47
Total	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.47

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	5.18
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	5.18
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	5.18
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	5.18
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.86
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	0.86

4.4.2. Mitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	5.18
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	5.18
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	5.18
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	5.18
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.86
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	0.86

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	53.2

Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	53.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	53.2
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	53.2
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	8.80
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	8.80

4.5.2. Mitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	53.2
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	53.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	53.2
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	53.2
Annual	—	—	—	—	—	—	—	—	—

Condo/Townhouse	—	—	—	—	—	—	—	—	8.80
Parking Lot	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	8.80

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.52
Total	—	—	—	—	—	—	—	—	0.52
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.52
Total	—	—	—	—	—	—	—	—	0.52
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.09
Total	—	—	—	—	—	—	—	—	0.09

4.6.2. Mitigated

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

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

Condo/Townhouse	—	—	—	—	—	—	—	—	0.52
Total	—	—	—	—	—	—	—	—	0.52
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.52
Total	—	—	—	—	—	—	—	—	0.52
Annual	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	0.09
Total	—	—	—	—	—	—	—	—	0.09

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

Total	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2026	1/29/2026	5.00	20.0	—
Grading	Grading	1/30/2026	4/4/2026	5.00	46.0	—
Building Construction	Building Construction	2/13/2026	12/18/2026	5.00	220	—
Paving	Paving	4/5/2026	4/19/2026	5.00	10.0	—
Architectural Coating	Architectural Coating	12/19/2026	1/2/2027	5.00	10.0	—
Trenching	Trenching	4/5/2026	4/19/2026	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Demolition	Excavators	Diesel	Average	2.00	6.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	6.00	36.0	0.38
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	6.00	14.0	0.74
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Paving	Graders	Diesel	Average	1.00	6.00	148	0.41
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Trenching	Excavators	Diesel	Average	1.00	6.00	36.0	0.38

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	6.00	84.0	0.37
Demolition	Excavators	Diesel	Tier 4 Final	2.00	6.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	6.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Final	1.00	6.00	36.0	0.38
Building Construction	Forklifts	Diesel	Tier 4 Final	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	6.00	14.0	0.74
Paving	Pavers	Diesel	Tier 4 Final	1.00	6.00	81.0	0.42
Paving	Rollers	Diesel	Tier 4 Final	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	6.00	84.0	0.37
Paving	Graders	Diesel	Tier 4 Final	1.00	6.00	148	0.41
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48
Trenching	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	6.00	84.0	0.37
Trenching	Excavators	Diesel	Tier 4 Final	1.00	6.00	36.0	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	7.50	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	16.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

Grading	—	—	—	—
Grading	Worker	5.00	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	9.52	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	27.4	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	4.06	8.40	HHDT,MHDT
Building Construction	Hauling	1.09	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	4.80	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	5.47	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	7.50	11.7	LDA,LDT1,LDT2
Trenching	Vendor	—	8.40	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Demolition	—	—	—	—
Demolition	Worker	7.50	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	16.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	5.00	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	9.52	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	27.4	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	4.06	8.40	HHDT,MHDT
Building Construction	Hauling	1.09	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	4.80	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	5.47	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	7.50	11.7	LDA,LDT1,LDT2
Trenching	Vendor	—	8.40	HHDT,MHDT

Trenching	Hauling	0.00	20.0	HHDT
Trenching	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	147,995	49,332	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	17,470	—
Grading	3,500	—	0.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Condo/Townhouse	—	0%
Parking Lot	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	2.34	0.00	0.00
2027	0.00	2.34	0.00	0.00

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
Condo/Townhouse	278	309	239	101,092	2,157	2,399	1,851	784,013
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Condo/Townhouse	278	309	239	101,092	2,157	2,399	1,851	784,013
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0

Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

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

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
147995.1	49,332	0.00	0.00	—

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhouse	487,896	2.34	0.0000	0.0000	0.00
Parking Lot	0.00	2.34	0.0000	0.0000	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhouse	487,896	2.34	0.0000	0.0000	0.00
Parking Lot	0.00	2.34	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Condo/Townhouse	1,378,123	368,503

Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Condo/Townhouse	1,378,123	368,503
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	28.2	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	28.2	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.14.2. Mitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.7	annual days of extreme heat
Extreme Precipitation	4.40	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.55	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	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	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	14.9

AQ-PM	16.9
AQ-DPM	93.9
Drinking Water	49.5
Lead Risk Housing	14.5
Pesticides	0.00
Toxic Releases	31.4
Traffic	81.0
Effect Indicators	—
CleanUp Sites	97.8
Groundwater	96.8
Haz Waste Facilities/Generators	73.6
Impaired Water Bodies	51.2
Solid Waste	0.00
Sensitive Population	—
Asthma	8.19
Cardio-vascular	17.3
Low Birth Weights	25.9
Socioeconomic Factor Indicators	—
Education	8.42
Housing	34.2
Linguistic	35.3
Poverty	21.3
Unemployment	32.3

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	92.24945464
Employed	82.72808931
Median HI	86.37238547
Education	—
Bachelor's or higher	95.11099705
High school enrollment	100
Preschool enrollment	19.31220326
Transportation	—
Auto Access	63.41588605
Active commuting	88.1688695
Social	—
2-parent households	71.2947517
Voting	93.45566534
Neighborhood	—
Alcohol availability	24.00872578
Park access	37.5465161
Retail density	85.96176055
Supermarket access	52.49582959
Tree canopy	87.45027589
Housing	—
Homeownership	37.32837162
Housing habitability	50.66084948
Low-inc homeowner severe housing cost burden	48.97985371
Low-inc renter severe housing cost burden	38.43192609
Uncrowded housing	68.66418581
Health Outcomes	—
Insured adults	84.28076479
Arthritis	91.0

Asthma ER Admissions	91.0
High Blood Pressure	87.1
Cancer (excluding skin)	47.4
Asthma	91.1
Coronary Heart Disease	91.8
Chronic Obstructive Pulmonary Disease	95.5
Diagnosed Diabetes	92.6
Life Expectancy at Birth	77.3
Cognitively Disabled	78.9
Physically Disabled	92.6
Heart Attack ER Admissions	69.7
Mental Health Not Good	94.2
Chronic Kidney Disease	90.3
Obesity	91.0
Pedestrian Injuries	57.3
Physical Health Not Good	96.7
Stroke	93.8
Health Risk Behaviors	—
Binge Drinking	32.5
Current Smoker	93.7
No Leisure Time for Physical Activity	94.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	94.5
Elderly	48.0
English Speaking	64.4
Foreign-born	74.7

Outdoor Workers	55.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	44.4
Traffic Density	76.1
Traffic Access	63.1
Other Indices	—
Hardship	8.3
Other Decision Support	—
2016 Voting	90.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	20.0
Healthy Places Index Score for Project Location (b)	90.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	Mountain View clean energy provider is Silicon Valley Clean Energy.
Land Use	Lot acreage, number of units, square footage, number of parking spaces, and landscape area from provided plans.
Construction: Construction Phases	Defaults - added trenching. Modified by applicant.
Construction: Off-Road Equipment	Information from applicant.,
Construction: Trips and VMT	Demolition = 641 tons of pavement demo'ed and hauled (6.41 trips/day), Building Const = 120 concrete truck round trips (1.09 trips/day), Paving = 200-cy of asphalt (4.8 trips/day).
Operations: Hearths	No hearths.
Operations: Energy Use	According to project narrative, project will be all-electric.
Operations: Water and Waste Water	Wastewater treatment 100% aerobic - no septic tanks or lagoons.

2. Emissions Summary - HRA

2.2 Construction Emissions by Year, Unmitigated

Year	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO_2e
Daily - Summer (Max)									
2026	1.1128683	8.7062375	0.3711397	0.0423290	0.4134688	0.3414836	0.0102796	0.3517633	1924.722730159272
Daily - Winter (Max)									
2026	103.05750	2.7701802	0.0926990	0.8937626	0.9562639	0.0853349	0.1376477	0.1952070	620.0976770154045
2027	103.04993	0.8356252	0.0190486	0.0038661	0.0229148	0.0175247	0.0009062	0.0184310	138.5636602974981
Average Daily									
2026	2.8008052	1.2716368	0.0475868	0.0657099	0.1132968	0.0437987	0.0115729	0.0553717	270.8199858772701
2027	0.4033256	0.0032696	0.0000745	0.0000148	0.0000894	0.0000685	0.0000034	0.0000720	0.5424375714329147
Annual									
2026	0.5111469	0.2320737	0.0086846	0.0119920	0.0206766	0.0079932	0.0021120	0.0101053	44.83733924449727
2027	0.0736069	0.0005967	0.0000136	0.0000027	0.0000163	0.0000125	6.3480054	0.0000131	0.089806730217912

5.3. Construction Vehicles - HRA

5.3.1 Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition				
Demolition	Worker	7.5	1	LDA,LDT1,LDT2
Demolition	Vendor		1	HHDT,MHDT
Demolition	Hauling	16.46	1	HHDT
Demolition	Onsite truck			HHDT
Grading				
Grading	Worker	5	1	LDA,LDT1,LDT2
Grading	Vendor		1	HHDT,MHDT
Grading	Hauling	9.521739130434783	1	HHDT
Grading	Onsite truck			HHDT
Building Construction				
Building Construction	Worker	27.36	1	LDA,LDT1,LDT2
Building Construction	Vendor	4.0622	1	HHDT,MHDT
Building Construction	Hauling	1.09	1	HHDT
Building Construction	Onsite truck			HHDT
Paving				
Paving	Worker	12.5	1	LDA,LDT1,LDT2
Paving	Vendor		1	HHDT,MHDT
Paving	Hauling	4.8	1	HHDT
Paving	Onsite truck			HHDT
Architectural Coating				
Architectural Coating	Worker	5.472	1	LDA,LDT1,LDT2
Architectural Coating	Vendor		1	HHDT,MHDT
Architectural Coating	Hauling	0	1	HHDT
Architectural Coating	Onsite truck			HHDT
Trenching				
Trenching	Worker	7.5	1	LDA,LDT1,LDT2
Trenching	Vendor		1	HHDT,MHDT
Trenching	Hauling	0	1	HHDT
Trenching	Onsite truck			HHDT

Attachment 2: Project Construction Dispersion Modeling Inputs and Risk Calculations

922 - 944 San Leandro Ave, Mountain View, CA
Construction Health Impact Summary

Maximum Impacts at MEI Location - Without Mitigation

Emissions Year	Maximum Concentrations		Cancer Risk (per million)	Hazard Index	Maximum Annual PM2.5 Concentration
	Exhaust PM10/DPM ($\mu g/m^3$)	Fugitive PM2.5 ($\mu g/m^3$)	Infant/Child	(-)	($\mu g/m^3$)
2026 + 2027	0.0187	0.0242	3.33	0.00	0.04
Total	-	-	**3.33**		-
Maximum	0.0187	0.0242	**-**	**0.00**	**0.04**

Maximum Impacts at Claudia's Daycare - Unmitigated

Construction Year	Unmitigated Emissions			
	Maximum Concentrations		Infant Cancer Risk (per million)	Maximum Annual PM2.5 Concentration ($\mu g/m^3$)
	Exhaust PM10/DPM ($\mu g/m^3$)	Fugitive PM2.5 ($\mu g/m^3$)		
2026 + 2027	0.0023	0.0008	1.26	0.00
Total	-	-	**1.26**	-
Maximum	0.0023	0.0008	**-**	**0.00**

922 - 944 San Leandro Ave, Mountain View, CA

DPM Construction Emissions and Modeling Emission Rates - Unmitigated

Construction Year	Activity	DPM (ton/year)	Source Type	No. Sources	DPM Emissions (lb/yr)	(lb/hr)	(g/s)	Emissions per Point Source (g/s)
2026	Construction	0.0087	Point	135	17.4	0.00607	7.65E-04	5.67E-06
2027	Construction	0.0000	Point	135	0.0	0.00001	1.20E-06	8.88E-09
Total		***0.0087***			***17.4***	***0.0061***	***0.0008***	

Emissions assumed to be evenly distributed over each construction areas

hr/day = 11 (7am - 6pm)

days/yr = 260

hours/year = 2860

922 - 944 San Leandro Ave, Mountain View, CA

PM2.5 Fugitive Dust Construction Emissions for Modeling

Construction Year	Activity	Area Source	PM2.5 Emissions (ton/year)	(lb/yr)	(lb/hr)	(g/s)	Modeled Area (m^2)	DPM Emission Rate $g/s/m^2$
2026	Construction	CON_FUG	0.0021	4.2	0.00148	1.86E-04	6808.2	2.73E-08
2027	Construction	CON_FUG	0.0000	0.0	0.00000	5.59E-08	6808.2	8.22E-12
Total			***0.0021***	***4.2***	***0.0015***	***0.0002***		

Emissions assumed to be evenly distributed over each construction areas

hr/day = 11

days/yr = 260

hours/year = 2860

922 - 944 San Leandro Ave, Mountain View, CA - Construction Impacts - Without Mitigation
Maximum DPM Cancer Risk and PM2.5 Calculations From Construction
Impacts at Off-Site MEI Location - 1.5 meter receptor height

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

			Infant/Child - Exposure Information				Adult - Exposure Information				Maximum		
			DPM Conc (ug/m3)		Age	Infant/Child Cancer	Modeled DPM Conc (ug/m3)		Age	Adult Cancer			
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Annual**	**Sensitivity Factor**	**Risk (per million)**	**Year**	**Annual**	**Sensitivity Factor**	**Risk (per million)**	**Hazard Index**	**Fugitive PM2.5**	**Total PM2.5**
0	0.25	-0.25 - 0*	2026 + 2027	0.0187	10	0.25	2026 + 2027	0.0187	-	-			
1	1	0 - 1	2026 + 2027	0.0187	10	3.07	2026 + 2027	0.0187	1	0.05	0.00	0.024	0.04
2	1	1 - 2		0.0000	10	0.00		0.0000	1	0.00			
3	1	2 - 3		0.0000	3	0.00		0.0000	1	0.00			
4	1	3 - 4		0.0000	3	0.00		0.0000	1	0.00			
5	1	4 - 5		0.0000	3	0.00		0.0000	1	0.00			
6	1	5 - 6		0.0000	3	0.00		0.0000	1	0.00			
7	1	6 - 7		0.0000	3	0.00		0.0000	1	0.00			
8	1	7 - 8		0.0000	3	0.00		0.0000	1	0.00			
9	1	8 - 9		0.0000	3	0.00		0.0000	1	0.00			
10	1	9 - 10		0.0000	3	0.00		0.0000	1	0.00			
11	1	10 - 11		0.0000	3	0.00		0.0000	1	0.00			
12	1	11 - 12		0.0000	3	0.00		0.0000	1	0.00			
13	1	12 - 13		0.0000	3	0.00		0.0000	1	0.00			
14	1	13 - 14		0.0000	3	0.00		0.0000	1	0.00			
15	1	14 - 15		0.0000	3	0.00		0.0000	1	0.00			
16	1	15 - 16		0.0000	3	0.00		0.0000	1	0.00			
17	1	16-17		0.0000	1	0.00		0.0000	1	0.00			
18	1	17-18		0.0000	1	0.00		0.0000	1	0.00			
19	1	18-19		0.0000	1	0.00		0.0000	1	0.00			
20	1	19-20		0.0000	1	0.00		0.0000	1	0.00			
21	1	20-21		0.0000	1	0.00		0.0000	1	0.00			
22	1	21-22		0.0000	1	0.00		0.0000	1	0.00			
23	1	22-23		0.0000	1	0.00		0.0000	1	0.00			
24	1	23-24		0.0000	1	0.00		0.0000	1	0.00			
25	1	24-25		0.0000	1	0.00		0.0000	1	0.00			
26	1	25-26		0.0000	1	0.00		0.0000	1	0.00			
27	1	26-27		0.0000	1	0.00		0.0000	1	0.00			
28	1	27-28		0.0000	1	0.00		0.0000	1	0.00			
29	1	28-29		0.0000	1	0.00		0.0000	1	0.00			
30	1	29-30		0.0000	1	0.00		0.0000	1	0.00			
Total Increased Cancer Risk						**3.33**				**0.05**			

* Third trimester of pregnancy

922 - 944 San Leandro Ave, Mountain View, CA - Construction Impacts - Without Mitigation
Maximum DPM Cancer Risk and PM2.5 Calculations From Construction
Impacts at Claudia's Daycare - 1 meter - Infant Exposure

Student Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)

Inhalation Dose = C_{air} x SCAF x 8-Hr BR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
SCAF = School Child Adjustment Factor (unitless) for source operation and exposures different than 8 hours/day
= (24/SHR) x (7days/SDay) x (SCHR/8 hrs)
SHR = Hours/day of emission source operation
SDay = Number of days per week of source operation
SCHR = School operation hours while emission source in operation
8-Hr BR = Eight-hour breathing rate (L/kg body weight-per 8 hrs)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Values

	Infant	Child
Age -->	**0 - <2**	**2 - <16**
Parameter		
ASF =	10	3
DPM CPF =	1.10E+00	1.10E+00
8-Hr BR* =	1200	520
SCHR =	9	9
SHR =	9	9
SDay =	5	5
A =	1	1
EF =	250	250
AT =	70	70
SCAF =	4.20	4.20

* 95th percentile 8-hr breathing rates for moderate intensity activities

Construction Cancer Risk by Year - Maximum Preschool Impact Receptor Location

			Child - Exposure Information				Maximum		
			DPM Conc (ug/m3)						
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Annual**	**Age* Sensitivity Factor**	**Child Cancer Risk (per million)**	**Hazard Index**	**Fugitive PM2.5**	**Total PM2.5**
1	1	0 - 1	2026 + 2027	0.0023	10	1.26	0.0005	0.001	0.00
Total Increased Cancer Risk						**1.26**			

* Children assumed to be 4 months of age with 1 years of exposure to construction emissions

Attachment 3: Cumulative Health Risk Screening, Modeling,f and Calculations from Existing TAC Sources

```
           File Name:   SR 85 2026.EF
CT-EMFAC2021 Version:   1.0.2.0
            Run Date:   1/28/2025 12:25:35 PM
                Area:   Santa Clara (SF)
       Analysis Year:   2026
              Season:   Annual
```

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.007	0.416	0.563
Truck 2	0.013	0.904	0.045
Non-Truck	0.980	0.007	0.914

```
              Road Type:               Freeway
     Silt Loading Factor:                  CARB         0.015 g/m2
Precipitation Correction:                  CARB         P = 63 days     N = 365 days
```

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

Pollutant Name	60 mph	65 mph	70 mph
PM2.5	0.001244	0.001429	0.001523
TOG	0.015580	0.017376	0.018676
Diesel PM	0.000397	0.000468	0.000471

Fleet Average Running Loss Emission Factors (grams/veh-hour)

Pollutant Name	Emission Factor
TOG	0.973733

Fleet Average Tire Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.002074

Fleet Average Brake Wear Factors (grams/veh-mile)

Pollutant Name	60 mph	65 mph	70 mph
PM2.5	0.001620	0.001313	0.001313

==========

Fleet Average Road Dust Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.007274

==========END==========

File Name: SR 85 2027.EF
CT-EMFAC2021 Version: 1.0.2.0
Run Date: 1/28/2025 12:26:36 PM
Area: Santa Clara (SF)
Analysis Year: 2027
Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.007	0.414	0.553
Truck 2	0.013	0.896	0.045
Non-Truck	0.980	0.007	0.911

Road Type: Freeway
Silt Loading Factor: CARB 0.015 g/m2
Precipitation Correction: CARB P = 63 days N = 365 days

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

Pollutant Name	60 mph	65 mph	70 mph
PM2.5	0.001186	0.001365	0.001453
TOG	0.014426	0.016082	0.017279
Diesel PM	0.000380	0.000450	0.000453

Fleet Average Running Loss Emission Factors (grams/veh-hour)

Pollutant Name	Emission Factor
TOG	0.955919

Fleet Average Tire Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.002074

Fleet Average Brake Wear Factors (grams/veh-mile)

Pollutant Name	60 mph	65 mph	70 mph
PM2.5	0.001618	0.001311	0.001311

==========

Fleet Average Road Dust Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.007289

==========END==========

```
           File Name:   US 101 2026.EF
CT-EMFAC2021 Version:   1.0.2.0
            Run Date:   1/28/2025 12:07:46 PM
                Area:   Santa Clara (SF)
       Analysis Year:   2026
              Season:   Annual

======================================================================

Vehicle Category        VMT Fraction            Diesel VMT Fraction     Gas VMT
Fraction
                        Across Category         Within Category         Within
Category
         Truck 1             0.025                  0.416                   0.563
         Truck 2             0.020                  0.904                   0.045
       Non-Truck             0.955                  0.007                   0.914

======================================================================

               Road Type:               Freeway
     Silt Loading Factor:                  CARB         0.015 g/m2
Precipitation Correction:                  CARB         P = 63 days     N = 365 days

======================================================================

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

       Pollutant Name        50 mph          55 mph          60 mph          65 mph
                PM2.5      0.001243        0.001326        0.001476        0.001701
                  TOG      0.015400        0.015462        0.016359        0.018153
            Diesel PM      0.000485        0.000557        0.000648        0.000750

======================================================================

Fleet Average Running Loss Emission Factors (grams/veh-hour)

       Pollutant Name   Emission Factor
                  TOG          0.974067

======================================================================

Fleet Average Tire Wear Factors (grams/veh-mile)

       Pollutant Name   Emission Factor
                PM2.5          0.002115

======================================================================

Fleet Average Brake Wear Factors (grams/veh-mile)
```

Pollutant Name	50 mph	55 mph	60 mph	65 mph
PM2.5	0.003181	0.002548	0.002248	0.001949

==========

Fleet Average Road Dust Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.007840

==========END==========

```
           File Name:   US 101 2027.EF
CT-EMFAC2021 Version:   1.0.2.0
            Run Date:   1/28/2025 12:09:19 PM
                Area:   Santa Clara (SF)
       Analysis Year:   2027
              Season:   Annual

======================================================================

Vehicle Category        VMT Fraction            Diesel VMT Fraction     Gas VMT
Fraction
                        Across Category         Within Category         Within
Category
         Truck 1             0.025                  0.414                   0.553
         Truck 2             0.020                  0.896                   0.045
       Non-Truck             0.955                  0.007                   0.911

======================================================================

               Road Type:               Freeway
     Silt Loading Factor:                  CARB         0.015 g/m2
Precipitation Correction:                  CARB         P = 63 days     N = 365 days

======================================================================

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

       Pollutant Name        50 mph          55 mph          60 mph          65 mph
                PM2.5      0.001182        0.001263        0.001408        0.001625
                  TOG      0.014275        0.014321        0.015140        0.016784
            Diesel PM      0.000460        0.000531        0.000621        0.000722

======================================================================

Fleet Average Running Loss Emission Factors (grams/veh-hour)

       Pollutant Name   Emission Factor
                  TOG          0.955398

======================================================================

Fleet Average Tire Wear Factors (grams/veh-mile)

       Pollutant Name   Emission Factor
                PM2.5          0.002115

======================================================================

Fleet Average Brake Wear Factors (grams/veh-mile)
```

Pollutant Name	50 mph	55 mph	60 mph	65 mph
PM2.5	0.003175	0.002543	0.002243	0.001944

==========

Fleet Average Road Dust Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.007855

==========END==========

922 - 944 San Leandro Ave, Mountain View, CA - US 101 Traffic - TACs & PM2.5
AERMOD Risk Modeling Parameters and Maximum Concentrations
at Project MEI Receptor (1.5 meter receptor height)

Emission Year	2026
Receptor Information	Project MEI receptor
Number of Receptors	1
Receptor Height	1.5 meters
Receptor Distances	At Project MEI location
Meteorological Conditions	
BAAQMD Moffett Field Airport Met Data	2013 - 2017
Land Use Classification	Urban
Wind Speed	Variable
Wind Direction	Variable

Construction MEI Cancer Risk Maximum Concentrations

Meteorological	Concentration (µg/m3)		
Data Years	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.0060	0.1659	0.1662

Construction MEI PM2.5 Maximum Concentrations

Meteorological	PM2.5 Concentration (µg/m3)		
Data Years	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.1378	0.1230	0.0148

922 - 944 San Leandro Ave, Mountain View, CA - US 101 Cancer Risk
Impacts at Project MEI - 1.5 meter receptor height
30 Year Residential Exposure

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Age Sensitivity Factor**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	
1	1	0 - 1	2026	3	0.0000	0.0000	0.0000	0.000	0.000	0.0000	0.00
2	1	1 - 2	2027	3	0.0000	0.0000	0.0000	0.000	0.000	0.0000	0.00
3	1	2 - 3	2028	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
4	1	3 - 4	2029	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
5	1	4 - 5	2030	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
6	1	5 - 6	2031	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
7	1	6 - 7	2032	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
8	1	7 - 8	2033	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
9	1	8 - 9	2034	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
10	1	9 - 10	2035	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
11	1	10 - 11	2036	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
12	1	11 - 12	2037	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
13	1	12 - 13	2038	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
14	1	13 - 14	2039	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
15	1	14 - 15	2040	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
16	1	15 - 16	2041	3	0.0060	0.1659	0.1662	0.156	0.024	0.0014	0.18
17	1	16-17	2042	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
18	1	17-18	2043	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
19	1	18-19	2044	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
20	1	19-20	2045	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
21	1	20-21	2046	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
22	1	21-22	2047	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
23	1	22-23	2048	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
24	1	23-24	2049	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
25	1	24-25	2050	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
26	1	25-26	2051	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
27	1	26-27	2052	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
28	1	27-28	2053	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
29	1	28-29	2054	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
30	1	29-30	2055	1	0.0060	0.1659	0.1662	0.017	0.003	0.0002	0.02
Total Increased Cancer Risk								2.43	0.381	0.022	**2.83**

Maximum Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.00121	0.12	0.14

* Third trimester of pregnancy

922 - 944 San Leandro Ave, Mountain View, CA - SR 85 Traffic - TACs & PM2.5
AERMOD Risk Modeling Parameters and Maximum Concentrations
at Project MEI Receptor (1.5 meter receptor height)

Emission Year	2026
Receptor Information	Project MEI receptor
Number of Receptors	1
Receptor Height	1.5 meters
Receptor Distances	At Project MEI location
Meteorological Conditions	
BAAQMD Moffett Field Airport Met Data	2013 - 2017
Land Use Classification	Urban
Wind Speed	Variable
Wind Direction	Variable

Construction MEI Cancer Risk Maximum Concentrations

Meteorological	Concentration (µg/m3)		
Data Years	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.0036	0.1514	0.1290

Construction MEI PM2.5 Maximum Concentrations

Meteorological	PM2.5 Concentration (µg/m3)		
Data Years	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.1049	0.0925	0.0124

922 - 944 San Leandro Ave, Mountain View, CA - SR 85 Cancer Risk
Impacts at Project MEI - 1.5 meter receptor height
30 Year Residential Exposure

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Age Sensitivity Factor**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	
1	1	0 - 1	2026	10	0.0000	0.0000	0.0000	0.000	0.000	0.0000	0.00
2	1	1 - 2	2027	10	0.0000	0.0000	0.0000	0.000	0.000	0.0000	0.00
3	1	2 - 3	2028	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
4	1	3 - 4	2029	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
5	1	4 - 5	2030	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
6	1	5 - 6	2031	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
7	1	6 - 7	2032	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
8	1	7 - 8	2033	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
9	1	8 - 9	2034	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
10	1	9 - 10	2035	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
11	1	10 - 11	2036	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
12	1	11 - 12	2037	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
13	1	12 - 13	2038	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
14	1	13 - 14	2039	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
15	1	14 - 15	2040	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
16	1	15 - 16	2041	3	0.0036	0.1514	0.1290	0.092	0.022	0.0011	0.12
17	1	16-17	2042	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
18	1	17-18	2043	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
19	1	18-19	2044	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
20	1	19-20	2045	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
21	1	20-21	2046	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
22	1	21-22	2047	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
23	1	22-23	2048	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
24	1	23-24	2049	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
25	1	24-25	2050	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
26	1	25-26	2051	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
27	1	26-27	2052	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
28	1	27-28	2053	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
29	1	28-29	2054	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
30	1	29-30	2055	1	0.0036	0.1514	0.1290	0.010	0.002	0.0001	0.01
Total Increased Cancer Risk								1.43	0.348	0.017	**1.80**

Maximum Hazard Index	**Maximum Fugitive PM2.5**	**Total PM2.5**
0.00071	0.09	0.10

* Third trimester of pregnancy

922 - 944 San Leandro Ave, Mountain View, CA - US 101 Traffic - TACs & PM2.5
AERMOD Risk Modeling Parameters and Maximum Concentrations
at Onsite Max TAC Location (1.5 meter receptor height)

Emission Year	2027
Receptor Information	Onsite Max TAC Location
Number of Receptors	1
Receptor Height	1.5 meters
Receptor Distances	At Onsite Max TAC location
Meteorological Conditions	
BAAQMD Moffett Field Airport Met Data	2013 - 2017
Land Use Classification	Urban
Wind Speed	Variable
Wind Direction	Variable

Construction MEI Cancer Risk Maximum Concentrations

Meteorological Data Years	Concentration (µg/m3)		
	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.0093	0.2500	0.2672

Construction MEI PM2.5 Maximum Concentrations

Meteorological Data Years	PM2.5 Concentration (µg/m3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.2246	0.2016	0.0230

922 - 944 San Leandro Ave, Mountain View, CA - US 101 Cancer Risk
Impacts at Onsite Max TAC Location - 1.5 meter receptor height
30 Year Residential Exposure

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Age Sensitivity Factor**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	
1	1	0 - 1	2026	3	0.0000	0.0000	0.0000	0.000	0.000	0.0000	0.00
2	1	1 - 2	2027	3	0.0000	0.0000	0.0000	0.000	0.000	0.0000	0.00
3	1	2 - 3	2028	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
4	1	3 - 4	2029	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
5	1	4 - 5	2030	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
6	1	5 - 6	2031	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
7	1	6 - 7	2032	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
8	1	7 - 8	2033	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
9	1	8 - 9	2034	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
10	1	9 - 10	2035	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
11	1	10 - 11	2036	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
12	1	11 - 12	2037	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
13	1	12 - 13	2038	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
14	1	13 - 14	2039	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
15	1	14 - 15	2040	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
16	1	15 - 16	2041	3	0.0093	0.2500	0.2672	0.239	0.037	0.0023	0.28
17	1	16-17	2042	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
18	1	17-18	2043	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
19	1	18-19	2044	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
20	1	19-20	2045	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
21	1	20-21	2046	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
22	1	21-22	2047	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
23	1	22-23	2048	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
24	1	23-24	2049	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
25	1	24-25	2050	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
26	1	25-26	2051	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
27	1	26-27	2052	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
28	1	27-28	2053	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
29	1	28-29	2054	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
30	1	29-30	2055	1	0.0093	0.2500	0.2672	0.027	0.004	0.0003	0.03
Total Increased Cancer Risk								3.72	0.574	0.036	**4.33**

Maximum Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.00185	0.20	0.22

* Third trimester of pregnancy

922 - 944 San Leandro Ave, Mountain View, CA - SR 85 Traffic - TACs & PM2.5
AERMOD Risk Modeling Parameters and Maximum Concentrations
at Onsite Max TAC Location (1.5 meter receptor height)

Emission Year	2027
Receptor Information	Onsite Max TAC Location
Number of Receptors	1
Receptor Height	1.5 meters
Receptor Distances	At Onsite Max TAC location
Meteorological Conditions	
BAAQMD Moffett Field Airport Met Data	2013 - 2017
Land Use Classification	Urban
Wind Speed	Variable
Wind Direction	Variable

Construction MEI Cancer Risk Maximum Concentrations

Meteorological Data Years	Concentration (µg/m3)		
	DPM	Exhaust TOG	Evaporative TOG
2013 - 2017	0.0053	0.2222	0.2032

Construction MEI PM2.5 Maximum Concentrations

Meteorological Data Years	PM2.5 Concentration (µg/m3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013 - 2017	0.1666	0.1478	0.0188

922 - 944 San Leandro Ave, Mountain View, CA - SR 85 Cancer Risk
Impacts at Onsite Max TAC Location - 1.5 meter receptor height
30 Year Residential Exposure

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air $(\mu g/m^3)$
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	**Exposure Duration (years)**	**Age**	**Year**	**Age Sensitivity Factor**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	**DPM**	**Exhaust TOG**	**Evaporative TOG**	
1	1	0 - 1	2026	10	0.0000	0.0000	0.0000	0.000	0.000	0.0000	0.00
2	1	1 - 2	2027	10	0.0000	0.0000	0.0000	0.000	0.000	0.0000	0.00
3	1	2 - 3	2028	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
4	1	3 - 4	2029	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
5	1	4 - 5	2030	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
6	1	5 - 6	2031	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
7	1	6 - 7	2032	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
8	1	7 - 8	2033	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
9	1	8 - 9	2034	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
10	1	9 - 10	2035	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
11	1	10 - 11	2036	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
12	1	11 - 12	2037	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
13	1	12 - 13	2038	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
14	1	13 - 14	2039	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
15	1	14 - 15	2040	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
16	1	15 - 16	2041	3	0.0053	0.2222	0.2032	0.136	0.033	0.0018	0.17
17	1	16-17	2042	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
18	1	17-18	2043	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
19	1	18-19	2044	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
20	1	19-20	2045	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
21	1	20-21	2046	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
22	1	21-22	2047	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
23	1	22-23	2048	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
24	1	23-24	2049	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
25	1	24-25	2050	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
26	1	25-26	2051	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
27	1	26-27	2052	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
28	1	27-28	2053	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
29	1	28-29	2054	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
30	1	29-30	2055	1	0.0053	0.2222	0.2032	0.015	0.004	0.0002	0.02
Total Increased Cancer Risk								2.12	0.510	0.027	**2.65**

Maximum Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.00105	0.15	0.17

* Third trimester of pregnancy

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
DPM Modeling - Roadway Links, Traffic Volumes, and DPM Emissions
Year = 2026

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Line Area Area (sq m)	Line Area Area (sq ft)	Line Area Emission (g/s/m2)	Line Area Emission (lb/hr/ft2)	Initial Vertical height (m)	(Sigma z) Initial Vertical Dimension
DPM_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	55.7	3.4	68.1	34,840	12,920	139,066	6.953E-09	5.127E-09	6.8	3.16
DPM_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	55.7	3.4	64.6	34,840	13,018	140,126	6.953E-09	5.127E-09	6.8	3.16
									Total	69,680						

Emission Factors

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Emissions per Vehicle (g/VMT)	0.00047	0.000468	0.000397	

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and DPM Emissions - DPM_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	218	1.35E-05	9	7.73%	2692	1.66E-04	17	5.99%	2087	1.29E-04
2	0.35%	120	7.44E-06	10	7.69%	2679	1.40E-04	18	5.95%	2073	1.27E-04
3	0.28%	99	6.14E-06	11	6.90%	2402	1.48E-04	19	5.32%	1855	1.14E-04
4	0.43%	148	9.16E-06	12	6.39%	2225	1.37E-04	20	4.58%	1596	9.88E-05
5	0.90%	315	1.95E-05	13	6.05%	2109	1.30E-04	21	3.80%	1324	8.20E-05
6	2.50%	870	5.38E-05	14	5.77%	2011	1.24E-04	22	3.05%	1064	6.58E-05
7	4.38%	1525	9.43E-05	15	5.76%	2005	1.24E-04	23	2.09%	727	4.50E-05
8	6.29%	2193	1.35E-04	16	5.96%	2078	1.29E-04	24	1.22%	424	2.62E-05
								Total		34,840	

2026 Hourly Traffic Volumes Per Direction and DPM Emissions - DPM_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	402	2.49E-05	9	4.64%	1616	1.00E-04	17	7.97%	2775	1.46E-04
2	0.69%	240	1.49E-05	10	4.69%	1633	1.01E-04	18	7.97%	2778	1.46E-04
3	0.44%	152	9.43E-06	11	4.98%	1735	1.08E-04	19	6.73%	2346	1.45E-04
4	0.29%	100	6.19E-06	12	5.53%	1927	1.19E-04	20	5.68%	1981	1.23E-04
5	0.36%	124	7.71E-06	13	6.18%	2153	1.33E-04	21	4.74%	1650	1.02E-04
6	0.77%	269	1.67E-05	14	6.52%	2272	1.41E-04	22	4.04%	1409	8.73E-05
7	1.84%	641	3.97E-05	15	7.69%	2680	1.66E-04	23	3.31%	1154	7.15E-05
8	3.93%	1370	8.49E-05	16	7.77%	2705	1.68E-04	24	2.08%	724	4.49E-05
								Total		34,840	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
PM2.5 Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions
Year = 2026

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height (m)	(Sigma z) Initial Vertical Dimension
PM2.5_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	56	1.3	68.125	34,840	12,920	139,066	2.25E-08	1.66E-08	2.6	1.21
PM2.5_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	56	1.3	64.58333	34,840	13,018	140,126	2.25E-08	1.66E-08	2.6	1.21
									Total	69,680						

Emission Factors - PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Emissions per Vehicle (g/VMT)	0.001523	0.00143	0.001244	

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and PM2.5 Emissions - PM2.5_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	218	4.36E-05	9	7.73%	2692	5.05E-04	17	5.99%	2087	4.18E-04
2	0.35%	120	2.41E-05	10	7.69%	2679	4.38E-04	18	5.95%	2073	3.89E-04
3	0.28%	99	1.99E-05	11	6.90%	2402	4.51E-04	19	5.32%	1855	3.48E-04
4	0.43%	148	2.96E-05	12	6.39%	2225	4.18E-04	20	4.58%	1596	3.19E-04
5	0.90%	315	6.30E-05	13	6.05%	2109	3.96E-04	21	3.80%	1324	2.65E-04
6	2.50%	870	1.74E-04	14	5.77%	2011	4.02E-04	22	3.05%	1064	2.13E-04
7	4.38%	1525	3.05E-04	15	5.76%	2005	4.01E-04	23	2.09%	727	1.46E-04
8	6.29%	2193	4.12E-04	16	5.96%	2078	4.16E-04	24	1.22%	424	8.48E-05
								Total		34,840	

2026 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - PM2.5_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	402	7.60E-05	9	4.64%	1616	3.06E-04	17	7.97%	2775	4.57E-04
2	0.69%	240	4.54E-05	10	4.69%	1633	3.09E-04	18	7.97%	2778	4.58E-04
3	0.44%	152	2.88E-05	11	4.98%	1735	3.28E-04	19	6.73%	2346	4.44E-04
4	0.29%	100	1.89E-05	12	5.53%	1927	3.65E-04	20	5.68%	1981	3.75E-04
5	0.36%	124	2.36E-05	13	6.18%	2153	4.07E-04	21	4.74%	1650	3.12E-04
6	0.77%	269	5.09E-05	14	6.52%	2272	4.30E-04	22	4.04%	1409	2.67E-04
7	1.84%	641	1.21E-04	15	7.69%	2680	5.07E-04	23	3.31%	1154	2.18E-04
8	3.93%	1370	2.59E-04	16	7.77%	2705	5.12E-04	24	2.08%	724	1.37E-04
								Total		34,840	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
TOG Exhaust Modeling - Roadway Links, Traffic Volumes, and TOG Exhaust Emissions
Year = 2026

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
TEXH_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	56	1.3	68.125	34,840	12,920	139,066	2.76E-07	2.03E-07	2.6	1.21
TEXH_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	56	1.3	64.583333	34,840	13,018	140,126	2.76E-07	2.03E-07	2.6	1.21
									Total	69,680						

Emission Factors - TOG Exhaust

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Emissions per Vehicle (g/VMT)	0.01868	0.01738	0.01558	

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and TOG Exhaust Emissions - TEXH_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	218	5.35E-04	9	7.73%	2692	6.15E-03	17	5.99%	2087	5.12E-03
2	0.35%	120	2.95E-04	10	7.69%	2679	5.48E-03	18	5.95%	2073	4.73E-03
3	0.28%	99	2.43E-04	11	6.90%	2402	5.48E-03	19	5.32%	1855	4.23E-03
4	0.43%	148	3.63E-04	12	6.39%	2225	5.08E-03	20	4.58%	1596	3.92E-03
5	0.90%	315	7.72E-04	13	6.05%	2109	4.81E-03	21	3.80%	1324	3.25E-03
6	2.50%	870	2.14E-03	14	5.77%	2011	4.93E-03	22	3.05%	1064	2.61E-03
7	4.38%	1525	3.74E-03	15	5.76%	2005	4.92E-03	23	2.09%	727	1.78E-03
8	6.29%	2193	5.01E-03	16	5.96%	2078	5.10E-03	24	1.22%	424	1.04E-03
								Total		34,840	

2026 Hourly Traffic Volumes Per Direction and TOG Exhaust Emissions - TEXH_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	402	9.25E-04	9	4.64%	1616	3.72E-03	17	7.97%	2775	5.72E-03
2	0.69%	240	5.51E-04	10	4.69%	1633	3.76E-03	18	7.97%	2778	5.73E-03
3	0.44%	152	3.50E-04	11	4.98%	1735	3.99E-03	19	6.73%	2346	5.40E-03
4	0.29%	100	2.30E-04	12	5.53%	1927	4.43E-03	20	5.68%	1981	4.56E-03
5	0.36%	124	2.86E-04	13	6.18%	2153	4.95E-03	21	4.74%	1650	3.80E-03
6	0.77%	269	6.20E-04	14	6.52%	2272	5.23E-03	22	4.04%	1409	3.24E-03
7	1.84%	641	1.47E-03	15	7.69%	2680	6.17E-03	23	3.31%	1154	2.66E-03
8	3.93%	1370	3.15E-03	16	7.77%	2705	6.22E-03	24	2.08%	724	1.67E-03
								Total		34,840	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
TOG Evaporative Emissions Modeling - Roadway Links, Traffic Volumes, and TOG Evaporative Emissions
Year = 2026

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
TEVAP_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	56	1.3	68.125	34,840	12,920	139,066	2.05E-07	1.51E-07	2.6	1.21
TEVAP_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	56	1.3	64.58333	34,840	13,018	140,126	2.05E-07	1.51E-07	2.6	1.21
									Total	69,680						

Emission Factors - PM2.5 - Evaporative TOG

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Emissions per Vehicle per Hour (g/hour)	0.97373	0.97373	0.97373	
Emissions per Vehicle per Mile (g/VMT)	0.01391	0.01498	0.01623	

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and TOG Evaporative Emissions - TEVAP_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	218	3.99E-04	9	7.73%	2692	5.30E-03	17	5.99%	2087	3.81E-03
2	0.35%	120	2.20E-04	10	7.69%	2679	5.71E-03	18	5.95%	2073	4.08E-03
3	0.28%	99	1.81E-04	11	6.90%	2402	4.73E-03	19	5.32%	1855	3.65E-03
4	0.43%	148	2.71E-04	12	6.39%	2225	4.38E-03	20	4.58%	1596	2.92E-03
5	0.90%	315	5.75E-04	13	6.05%	2109	4.15E-03	21	3.80%	1324	2.42E-03
6	2.50%	870	1.59E-03	14	5.77%	2011	3.68E-03	22	3.05%	1064	1.94E-03
7	4.38%	1525	2.79E-03	15	5.76%	2005	3.66E-03	23	2.09%	727	1.33E-03
8	6.29%	2193	4.32E-03	16	5.96%	2078	3.80E-03	24	1.22%	424	7.75E-04
								Total		34,840	

2026 Hourly Traffic Volumes Per Direction and TOG Evaporative Emissions - TEVAP_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	402	7.97E-04	9	4.64%	1616	3.21E-03	17	7.97%	2775	5.96E-03
2	0.69%	240	4.75E-04	10	4.69%	1633	3.24E-03	18	7.97%	2778	5.97E-03
3	0.44%	152	3.02E-04	11	4.98%	1735	3.44E-03	19	6.73%	2346	4.65E-03
4	0.29%	100	1.98E-04	12	5.53%	1927	3.82E-03	20	5.68%	1981	3.93E-03
5	0.36%	124	2.47E-04	13	6.18%	2153	4.27E-03	21	4.74%	1650	3.27E-03
6	0.77%	269	5.34E-04	14	6.52%	2272	4.51E-03	22	4.04%	1409	2.79E-03
7	1.84%	641	1.27E-03	15	7.69%	2680	5.32E-03	23	3.31%	1154	2.29E-03
8	3.93%	1370	2.72E-03	16	7.77%	2705	5.37E-03	24	2.08%	724	1.44E-03
								Total		34,840	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
Fugitive Road PM2.5 Modeling - Roadway Links, Traffic Volumes, and Fugitive Road PM2.5 Emissions
Year = **2026**

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
FUG_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	56	1.3	68.125	34,840	12,920	139,066	1.57E-07	1.16E-07	2.6	1.21
FUG_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	56	1.3	64.58333	34,840	13,018	140,126	1.57E-07	1.16E-07	2.6	1.21
									Total	69,680						

Emission Factors - Fugitive PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Tire Wear - Emissions per Vehicle (g/VMT)	0.00207	0.00207	0.00207	
Brake Wear - Emissions per Vehicle (g/VMT)	0.00131	0.00131	0.0016	
Road Dust - Emissions per Vehicle (g/VMT)	0.00727	0.00727	0.00727	
tal Fugitive PM2.5 - Emissions per Vehicle (g/VMT)	0.01066	0.01066	0.01097	

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and Fugitive PM2.5 Emissions - FUG_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	218	3.06E-04	9	7.73%	2692	3.77E-03	17	5.99%	2087	2.92E-03
2	0.35%	120	1.68E-04	10	7.69%	2679	3.86E-03	18	5.95%	2073	2.90E-03
3	0.28%	99	1.39E-04	11	6.90%	2402	3.36E-03	19	5.32%	1855	2.60E-03
4	0.43%	148	2.07E-04	12	6.39%	2225	3.12E-03	20	4.58%	1596	2.24E-03
5	0.90%	315	4.41E-04	13	6.05%	2109	2.95E-03	21	3.80%	1324	1.86E-03
6	2.50%	870	1.22E-03	14	5.77%	2011	2.82E-03	22	3.05%	1064	1.49E-03
7	4.38%	1525	2.14E-03	15	5.76%	2005	2.81E-03	23	2.09%	727	1.02E-03
8	6.29%	2193	3.07E-03	16	5.96%	2078	2.91E-03	24	1.22%	424	5.94E-04
								Total		34,840	

2026 Hourly Traffic Volumes Per Direction and Fugitive PM2.5 Emissions - FUG_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	402	5.67E-04	9	4.64%	1616	2.28E-03	17	7.97%	2775	4.03E-03
2	0.69%	240	3.38E-04	10	4.69%	1633	2.30E-03	18	7.97%	2778	4.03E-03
3	0.44%	152	2.15E-04	11	4.98%	1735	2.45E-03	19	6.73%	2346	3.31E-03
4	0.29%	100	1.41E-04	12	5.53%	1927	2.72E-03	20	5.68%	1981	2.80E-03
5	0.36%	124	1.76E-04	13	6.18%	2153	3.04E-03	21	4.74%	1650	2.33E-03
6	0.77%	269	3.80E-04	14	6.52%	2272	3.21E-03	22	4.04%	1409	1.99E-03
7	1.84%	641	9.05E-04	15	7.69%	2680	3.78E-03	23	3.31%	1154	1.63E-03
8	3.93%	1370	1.93E-03	16	7.77%	2705	3.82E-03	24	2.08%	724	1.02E-03
								Total		34,840	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
DPM Modeling - Roadway Links, Traffic Volumes, and DPM Emissions
Year = 2027

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Line Area: Area (sq m)	Line Area: Area (sq ft)	Line Area: Emission (g/s/m2)	Line Area: Emission (lb/hr/ft2)	Initial Vertical height (m)	(Sigma z) Initial Vertical Dimension
DPM_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	55.7	3.4	68.1	35,175	12,920	139,066	6.752E-09	4.978E-09	6.8	3.16
DPM_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	55.7	3.4	64.6	35,175	13,018	140,126	6.752E-09	4.978E-09	6.8	3.16
									Total	70,350						

Emission Factors

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Emissions per Vehicle (g/VMT)	0.00045	0.000450	0.000380	

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and DPM Emissions - DPM_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	220	1.31E-05	9	7.73%	2718	1.61E-04	17	5.99%	2107	1.25E-04
2	0.35%	121	7.22E-06	10	7.69%	2705	1.35E-04	18	5.95%	2093	1.24E-04
3	0.28%	100	5.96E-06	11	6.90%	2425	1.43E-04	19	5.32%	1873	1.11E-04
4	0.43%	150	8.90E-06	12	6.39%	2246	1.33E-04	20	4.58%	1612	9.59E-05
5	0.90%	318	1.89E-05	13	6.05%	2129	1.26E-04	21	3.80%	1337	7.96E-05
6	2.50%	879	5.23E-05	14	5.77%	2030	1.21E-04	22	3.05%	1074	6.39E-05
7	4.38%	1539	9.16E-05	15	5.76%	2024	1.20E-04	23	2.09%	734	4.37E-05
8	6.29%	2214	1.31E-04	16	5.96%	2098	1.25E-04	24	1.22%	428	2.55E-05
								Total		35,175	

2027 Hourly Traffic Volumes Per Direction and DPM Emissions - DPM_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	406	2.42E-05	9	4.64%	1632	9.72E-05	17	7.97%	2802	1.41E-04
2	0.69%	242	1.44E-05	10	4.69%	1648	9.82E-05	18	7.97%	2805	1.41E-04
3	0.44%	154	9.15E-06	11	4.98%	1752	1.04E-04	19	6.73%	2369	1.41E-04
4	0.29%	101	6.01E-06	12	5.53%	1946	1.16E-04	20	5.68%	2000	1.19E-04
5	0.36%	126	7.49E-06	13	6.18%	2174	1.30E-04	21	4.74%	1666	9.92E-05
6	0.77%	272	1.62E-05	14	6.52%	2294	1.37E-04	22	4.04%	1423	8.47E-05
7	1.84%	647	3.86E-05	15	7.69%	2706	1.61E-04	23	3.31%	1165	6.94E-05
8	3.93%	1383	8.24E-05	16	7.77%	2732	1.63E-04	24	2.08%	731	4.36E-05
								Total		35,175	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
PM2.5 Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions
Year = 2027

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height (m)	(Sigma z) Initial Vertical Dimension
PM2.5_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	56	1.3	68.125	35,175	12,920	139,066	2.17E-08	1.60E-08	2.6	1.21
PM2.5_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	56	1.3	64.58333	35,175	13,018	140,126	2.17E-08	1.60E-08	2.6	1.21
									Total	70,350						

Emission Factors - PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Emissions per Vehicle (g/VMT)	0.001453	0.00137	0.001186	

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and PM2.5 Emissions - PM2.5_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	220	4.20E-05	9	7.73%	2718	4.87E-04	17	5.99%	2107	4.02E-04
2	0.35%	121	2.32E-05	10	7.69%	2705	4.22E-04	18	5.95%	2093	3.75E-04
3	0.28%	100	1.91E-05	11	6.90%	2425	4.35E-04	19	5.32%	1873	3.36E-04
4	0.43%	150	2.85E-05	12	6.39%	2246	4.03E-04	20	4.58%	1612	3.08E-04
5	0.90%	318	6.07E-05	13	6.05%	2129	3.82E-04	21	3.80%	1337	2.55E-04
6	2.50%	879	1.68E-04	14	5.77%	2030	3.88E-04	22	3.05%	1074	2.05E-04
7	4.38%	1539	2.94E-04	15	5.76%	2024	3.86E-04	23	2.09%	734	1.40E-04
8	6.29%	2214	3.97E-04	16	5.96%	2098	4.01E-04	24	1.22%	428	8.17E-05
								Total		35,175	

2027 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - PM2.5_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	406	7.33E-05	9	4.64%	1632	2.95E-04	17	7.97%	2802	4.40E-04
2	0.69%	242	4.37E-05	10	4.69%	1648	2.98E-04	18	7.97%	2805	4.40E-04
3	0.44%	154	2.78E-05	11	4.98%	1752	3.17E-04	19	6.73%	2369	4.28E-04
4	0.29%	101	1.82E-05	12	5.53%	1946	3.52E-04	20	5.68%	2000	3.61E-04
5	0.36%	126	2.27E-05	13	6.18%	2174	3.93E-04	21	4.74%	1666	3.01E-04
6	0.77%	272	4.91E-05	14	6.52%	2294	4.15E-04	22	4.04%	1423	2.57E-04
7	1.84%	647	1.17E-04	15	7.69%	2706	4.89E-04	23	3.31%	1165	2.11E-04
8	3.93%	1383	2.50E-04	16	7.77%	2732	4.94E-04	24	2.08%	731	1.32E-04
								Total		35,175	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
TOG Exhaust Modeling - Roadway Links, Traffic Volumes, and TOG Exhaust Emissions
Year = 2027

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
TEXH_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	56	1.3	68.125	35,175	12,920	139,066	2.58E-07	1.90E-07	2.6	1.21
TEXH_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	56	1.3	64.583333	35,175	13,018	140,126	2.58E-07	1.90E-07	2.6	1.21
									Total	70,350						

Emission Factors - TOG Exhaust

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Emissions per Vehicle (g/VMT)	0.01728	0.01608	0.01443	

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and TOG Exhaust Emissions - TEXH_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	220	5.00E-04	9	7.73%	2718	5.74E-03	17	5.99%	2107	4.78E-03
2	0.35%	121	2.76E-04	10	7.69%	2705	5.13E-03	18	5.95%	2093	4.42E-03
3	0.28%	100	2.27E-04	11	6.90%	2425	5.12E-03	19	5.32%	1873	3.96E-03
4	0.43%	150	3.39E-04	12	6.39%	2246	4.75E-03	20	4.58%	1612	3.66E-03
5	0.90%	318	7.21E-04	13	6.05%	2129	4.50E-03	21	3.80%	1337	3.04E-03
6	2.50%	879	1.99E-03	14	5.77%	2030	4.61E-03	22	3.05%	1074	2.44E-03
7	4.38%	1539	3.49E-03	15	5.76%	2024	4.60E-03	23	2.09%	734	1.67E-03
8	6.29%	2214	4.68E-03	16	5.96%	2098	4.76E-03	24	1.22%	428	9.72E-04
								Total		35,175	

2027 Hourly Traffic Volumes Per Direction and TOG Exhaust Emissions - TEXH_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	406	8.64E-04	9	4.64%	1632	3.47E-03	17	7.97%	2802	5.35E-03
2	0.69%	242	5.15E-04	10	4.69%	1648	3.51E-03	18	7.97%	2805	5.36E-03
3	0.44%	154	3.27E-04	11	4.98%	1752	3.73E-03	19	6.73%	2369	5.04E-03
4	0.29%	101	2.15E-04	12	5.53%	1946	4.14E-03	20	5.68%	2000	4.26E-03
5	0.36%	126	2.68E-04	13	6.18%	2174	4.63E-03	21	4.74%	1666	3.55E-03
6	0.77%	272	5.79E-04	14	6.52%	2294	4.88E-03	22	4.04%	1423	3.03E-03
7	1.84%	647	1.38E-03	15	7.69%	2706	5.76E-03	23	3.31%	1165	2.48E-03
8	3.93%	1383	2.95E-03	16	7.77%	2732	5.82E-03	24	2.08%	731	1.56E-03
								Total		35,175	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
TOG Evaporative Emissions Modeling - Roadway Links, Traffic Volumes, and TOG Evaporative Emissions
Year = 2027

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
TEVAP_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	56	1.3	68.125	35,175	12,920	139,066	2.04E-07	1.50E-07	2.6	1.21
TEVAP_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	56	1.3	64.58333	35,175	13,018	140,126	2.04E-07	1.50E-07	2.6	1.21
									Total	70,350						

Emission Factors - PM2.5 - Evaporative TOG

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Emissions per Vehicle per Hour (g/hour)	0.95592	0.95592	0.95592	
Emissions per Vehicle per Mile (g/VMT)	0.01366	0.01471	0.01593	

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and TOG Evaporative Emissions - TEVAP_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	220	3.95E-04	9	7.73%	2718	5.25E-03	17	5.99%	2107	3.78E-03
2	0.35%	121	2.18E-04	10	7.69%	2705	5.66E-03	18	5.95%	2093	4.04E-03
3	0.28%	100	1.80E-04	11	6.90%	2425	4.69E-03	19	5.32%	1873	3.62E-03
4	0.43%	150	2.68E-04	12	6.39%	2246	4.34E-03	20	4.58%	1612	2.89E-03
5	0.90%	318	5.70E-04	13	6.05%	2129	4.11E-03	21	3.80%	1337	2.40E-03
6	2.50%	879	1.58E-03	14	5.77%	2030	3.64E-03	22	3.05%	1074	1.93E-03
7	4.38%	1539	2.76E-03	15	5.76%	2024	3.63E-03	23	2.09%	734	1.32E-03
8	6.29%	2214	4.28E-03	16	5.96%	2098	3.76E-03	24	1.22%	428	7.68E-04
								Total		35,175	

2027 Hourly Traffic Volumes Per Direction and TOG Evaporative Emissions - TEVAP_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	406	7.90E-04	9	4.64%	1632	3.18E-03	17	7.97%	2802	5.91E-03
2	0.69%	242	4.71E-04	10	4.69%	1648	3.21E-03	18	7.97%	2805	5.92E-03
3	0.44%	154	2.99E-04	11	4.98%	1752	3.41E-03	19	6.73%	2369	4.61E-03
4	0.29%	101	1.96E-04	12	5.53%	1946	3.79E-03	20	5.68%	2000	3.89E-03
5	0.36%	126	2.45E-04	13	6.18%	2174	4.23E-03	21	4.74%	1666	3.24E-03
6	0.77%	272	5.29E-04	14	6.52%	2294	4.47E-03	22	4.04%	1423	2.77E-03
7	1.84%	647	1.26E-03	15	7.69%	2706	5.27E-03	23	3.31%	1165	2.27E-03
8	3.93%	1383	2.69E-03	16	7.77%	2732	5.32E-03	24	2.08%	731	1.42E-03
								Total		35,175	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 85
Fugitive Road PM2.5 Modeling - Roadway Links, Traffic Volumes, and Fugitive Road PM2.5 Emissions
Year = **2027**

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
FUG_NB_85	Highway 85 Northbound	NB	3	761.2	0.47	17.0	56	1.3	68.125	35,175	12,920	139,066	1.59E-07	1.17E-07	2.6	1.21
FUG_SB_85	Highway 85 Southbound	SB	3	767.0	0.48	17.0	56	1.3	64.58333	35,175	13,018	140,126	1.59E-07	1.17E-07	2.6	1.21
									Total	70,350						

Emission Factors - Fugitive PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	70	65	60	
Tire Wear - Emissions per Vehicle (g/VMT)	0.00207	0.00207	0.00207	
Brake Wear - Emissions per Vehicle (g/VMT)	0.00131	0.00131	0.0016	
Road Dust - Emissions per Vehicle (g/VMT)	0.00729	0.00729	0.00729	
tal Fugitive PM2.5 - Emissions per Vehicle (g/VMT)	0.01067	0.01067	0.01098	

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and Fugitive PM2.5 Emissions - FUG_NB_85

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	0.63%	220	3.09E-04	9	7.73%	2718	3.81E-03	17	5.99%	2107	2.95E-03
2	0.35%	121	1.70E-04	10	7.69%	2705	3.90E-03	18	5.95%	2093	2.94E-03
3	0.28%	100	1.40E-04	11	6.90%	2425	3.40E-03	19	5.32%	1873	2.63E-03
4	0.43%	150	2.10E-04	12	6.39%	2246	3.15E-03	20	4.58%	1612	2.26E-03
5	0.90%	318	4.46E-04	13	6.05%	2129	2.99E-03	21	3.80%	1337	1.88E-03
6	2.50%	879	1.23E-03	14	5.77%	2030	2.85E-03	22	3.05%	1074	1.51E-03
7	4.38%	1539	2.16E-03	15	5.76%	2024	2.84E-03	23	2.09%	734	1.03E-03
8	6.29%	2214	3.11E-03	16	5.96%	2098	2.94E-03	24	1.22%	428	6.00E-04
								Total		35,175	

2027 Hourly Traffic Volumes Per Direction and Fugitive PM2.5 Emissions - FUG_SB_85

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.15%	406	5.73E-04	9	4.64%	1632	2.31E-03	17	7.97%	2802	4.07E-03
2	0.69%	242	3.42E-04	10	4.69%	1648	2.33E-03	18	7.97%	2805	4.08E-03
3	0.44%	154	2.17E-04	11	4.98%	1752	2.48E-03	19	6.73%	2369	3.35E-03
4	0.29%	101	1.42E-04	12	5.53%	1946	2.75E-03	20	5.68%	2000	2.83E-03
5	0.36%	126	1.78E-04	13	6.18%	2174	3.07E-03	21	4.74%	1666	2.35E-03
6	0.77%	272	3.84E-04	14	6.52%	2294	3.24E-03	22	4.04%	1423	2.01E-03
7	1.84%	647	9.15E-04	15	7.69%	2706	3.82E-03	23	3.31%	1165	1.65E-03
8	3.93%	1383	1.95E-03	16	7.77%	2732	3.86E-03	24	2.08%	731	1.03E-03
								Total		35,175	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
DPM Modeling - Roadway Links, Traffic Volumes, and DPM Emissions
Year = **2026**

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Line Area Area (sq m)	Line Area Area (sq ft)	Line Area Emission (g/s/m2)	Line Area Emission (lb/hr/ft2)	Initial Vertical height (m)	(Sigma z) Initial Vertical Dimension
DPM_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	79.7	3.4	59.0	106,600	12,856	138,377	2.367E-08	1.746E-08	6.8	3.16
DPM_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	67.7	3.4	61.7	106,600	12,046	129,663	2.787E-08	2.055E-08	6.8	3.16
									Total	213,200						

Emission Factors

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Emissions per Vehicle (g/VMT)	0.00075	0.000648	0.000557	0.000485

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and DPM Emissions - DPM_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1100	7.54E-05	9	6.12%	6527	2.89E-04	17	5.98%	6373	2.82E-04
2	0.70%	743	5.09E-05	10	6.19%	6604	2.93E-04	18	5.87%	6258	2.77E-04
3	0.64%	678	4.64E-05	11	5.91%	6304	3.21E-04	19	5.29%	5638	2.87E-04
4	0.84%	896	6.14E-05	12	5.80%	6184	3.15E-04	20	4.46%	4755	2.81E-04
5	1.67%	1785	1.22E-04	13	5.64%	6008	3.56E-04	21	4.03%	4296	2.94E-04
6	3.42%	3650	2.50E-04	14	5.71%	6086	3.60E-04	22	3.48%	3714	2.54E-04
7	5.04%	5370	3.18E-04	15	6.05%	6452	3.28E-04	23	2.69%	2865	1.96E-04
8	5.77%	6156	2.73E-04	16	5.97%	6363	3.24E-04	24	1.68%	1795	1.23E-04
								Total		106,600	

2026 Hourly Traffic Volumes Per Direction and DPM Emissions - DPM_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1461	1.10E-04	9	5.71%	6086	3.97E-04	17	6.37%	6785	3.81E-04
2	0.88%	942	7.12E-05	10	5.84%	6225	4.07E-04	18	6.16%	6564	3.21E-04
3	0.64%	680	5.14E-05	11	5.82%	6208	4.05E-04	19	5.90%	6293	3.53E-04
4	0.49%	523	3.95E-05	12	5.86%	6249	4.08E-04	20	5.48%	5845	3.82E-04
5	0.78%	831	6.28E-05	13	6.10%	6502	4.25E-04	21	4.74%	5053	3.82E-04
6	1.64%	1745	1.32E-04	14	6.26%	6669	4.36E-04	22	4.07%	4334	3.28E-04
7	2.87%	3063	2.32E-04	15	6.21%	6621	4.32E-04	23	3.37%	3589	2.71E-04
8	4.74%	5055	3.82E-04	16	6.33%	6749	4.41E-04	24	2.37%	2525	1.91E-04
								Total		106,600	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
PM2.5 Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions
Year = 2026

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height (m)	(Sigma z) Initial Vertical Dimension
PM2.5_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	80	1.3	58.95833	106,600	12,856	138,377	5.37E-08	3.96E-08	2.6	1.21
PM2.5_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	68	1.3	61.66667	106,600	12,046	129,663	6.32E-08	4.66E-08	2.6	1.21
									Total	213,200						

Emission Factors - PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Emissions per Vehicle (g/VMT)	0.001701	0.00148	0.001326	0.001243

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and PM2.5 Emissions - PM2.5_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1100	1.71E-04	9	6.12%	6527	7.41E-04	17	5.98%	6373	7.24E-04
2	0.70%	743	1.15E-04	10	6.19%	6604	7.50E-04	18	5.87%	6258	7.11E-04
3	0.64%	678	1.05E-04	11	5.91%	6304	7.64E-04	19	5.29%	5638	6.83E-04
4	0.84%	896	1.39E-04	12	5.80%	6184	7.49E-04	20	4.46%	4755	6.41E-04
5	1.67%	1785	2.77E-04	13	5.64%	6008	8.10E-04	21	4.03%	4296	6.68E-04
6	3.42%	3650	5.67E-04	14	5.71%	6086	8.21E-04	22	3.48%	3714	5.77E-04
7	5.04%	5370	7.24E-04	15	6.05%	6452	7.82E-04	23	2.69%	2865	4.45E-04
8	5.77%	6156	6.99E-04	16	5.97%	6363	7.71E-04	24	1.68%	1795	2.79E-04
								Total		106,600	

2026 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - PM2.5_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1461	2.50E-04	9	5.71%	6086	9.05E-04	17	6.37%	6785	9.07E-04
2	0.88%	942	1.61E-04	10	5.84%	6225	9.26E-04	18	6.16%	6564	8.22E-04
3	0.64%	680	1.17E-04	11	5.82%	6208	9.23E-04	19	5.90%	6293	8.41E-04
4	0.49%	523	8.97E-05	12	5.86%	6249	9.30E-04	20	5.48%	5845	8.69E-04
5	0.78%	831	1.42E-04	13	6.10%	6502	9.67E-04	21	4.74%	5053	8.66E-04
6	1.64%	1745	2.99E-04	14	6.26%	6669	9.92E-04	22	4.07%	4334	7.43E-04
7	2.87%	3063	5.25E-04	15	6.21%	6621	9.85E-04	23	3.37%	3589	6.15E-04
8	4.74%	5055	8.67E-04	16	6.33%	6749	1.00E-03	24	2.37%	2525	4.33E-04
								Total		106,600	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
TOG Exhaust Modeling - Roadway Links, Traffic Volumes, and TOG Exhaust Emissions
Year = **2026**

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
TEXH_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	80	1.3	58.958333	106,600	12,856	138,377	5.73E-07	4.22E-07	2.6	1.21
TEXH_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	68	1.3	61.666667	106,600	12,046	129,663	6.75E-07	4.97E-07	2.6	1.21
									Total	213,200						

Emission Factors - TOG Exhaust

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Emissions per Vehicle (g/VMT)	0.01815	0.01636	0.01546	0.01540

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and TOG Exhaust Emissions - TEXH_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1100	1.83E-03	9	6.12%	6527	9.18E-03	17	5.98%	6373	8.97E-03
2	0.70%	743	1.23E-03	10	6.19%	6604	9.29E-03	18	5.87%	6258	8.81E-03
3	0.64%	678	1.12E-03	11	5.91%	6304	8.90E-03	19	5.29%	5638	7.96E-03
4	0.84%	896	1.49E-03	12	5.80%	6184	8.74E-03	20	4.46%	4755	7.11E-03
5	1.67%	1785	2.96E-03	13	5.64%	6008	8.98E-03	21	4.03%	4296	7.12E-03
6	3.42%	3650	6.05E-03	14	5.71%	6086	9.10E-03	22	3.48%	3714	6.16E-03
7	5.04%	5370	8.02E-03	15	6.05%	6452	9.11E-03	23	2.69%	2865	4.75E-03
8	5.77%	6156	8.66E-03	16	5.97%	6363	8.99E-03	24	1.68%	1795	2.98E-03
								Total		106,600	

2026 Hourly Traffic Volumes Per Direction and TOG Exhaust Emissions - TEXH_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1461	2.67E-03	9	5.71%	6086	1.00E-02	17	6.37%	6785	1.06E-02
2	0.88%	942	1.72E-03	10	5.84%	6225	1.03E-02	18	6.16%	6564	1.02E-02
3	0.64%	680	1.24E-03	11	5.82%	6208	1.02E-02	19	5.90%	6293	9.81E-03
4	0.49%	523	9.57E-04	12	5.86%	6249	1.03E-02	20	5.48%	5845	9.64E-03
5	0.78%	831	1.52E-03	13	6.10%	6502	1.07E-02	21	4.74%	5053	9.25E-03
6	1.64%	1745	3.19E-03	14	6.26%	6669	1.10E-02	22	4.07%	4334	7.93E-03
7	2.87%	3063	5.60E-03	15	6.21%	6621	1.09E-02	23	3.37%	3589	6.57E-03
8	4.74%	5055	9.25E-03	16	6.33%	6749	1.11E-02	24	2.37%	2525	4.62E-03
								Total		106,600	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
TOG Evaporative Emissions Modeling - Roadway Links, Traffic Volumes, and TOG Evaporative Emissions
Year = 2026

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
TEVAP_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	80	1.3	58.95833	106,600	12,856	138,377	4.73E-07	3.49E-07	2.6	1.21
TEVAP_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	68	1.3	61.66667	106,600	12,046	129,663	5.57E-07	4.11E-07	2.6	1.21
									Total	213,200						

Emission Factors - PM2.5 - Evaporative TOG

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Emissions per Vehicle per Hour (g/hour)	0.97407	0.97407	0.97407	0.97407
Emissions per Vehicle per Mile (g/VMT)	0.01499	0.01623	0.01771	0.01948

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and TOG Evaporative Emissions - TEVAP_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1100	1.51E-03	9	6.12%	6527	1.16E-02	17	5.98%	6373	1.13E-02
2	0.70%	743	1.02E-03	10	6.19%	6604	1.18E-02	18	5.87%	6258	1.11E-02
3	0.64%	678	9.28E-04	11	5.91%	6304	1.02E-02	19	5.29%	5638	9.12E-03
4	0.84%	896	1.23E-03	12	5.80%	6184	1.00E-02	20	4.46%	4755	7.05E-03
5	1.67%	1785	2.44E-03	13	5.64%	6008	8.91E-03	21	4.03%	4296	5.88E-03
6	3.42%	3650	5.00E-03	14	5.71%	6086	9.03E-03	22	3.48%	3714	5.08E-03
7	5.04%	5370	7.96E-03	15	6.05%	6452	1.04E-02	23	2.69%	2865	3.92E-03
8	5.77%	6156	1.10E-02	16	5.97%	6363	1.03E-02	24	1.68%	1795	2.46E-03
								Total		106,600	

2026 Hourly Traffic Volumes Per Direction and TOG Evaporative Emissions - TEVAP_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1461	2.21E-03	9	5.71%	6086	9.96E-03	17	6.37%	6785	1.21E-02
2	0.88%	942	1.42E-03	10	5.84%	6225	1.02E-02	18	6.16%	6564	1.29E-02
3	0.64%	680	1.03E-03	11	5.82%	6208	1.02E-02	19	5.90%	6293	1.12E-02
4	0.49%	523	7.90E-04	12	5.86%	6249	1.02E-02	20	5.48%	5845	9.56E-03
5	0.78%	831	1.25E-03	13	6.10%	6502	1.06E-02	21	4.74%	5053	7.63E-03
6	1.64%	1745	2.64E-03	14	6.26%	6669	1.09E-02	22	4.07%	4334	6.55E-03
7	2.87%	3063	4.63E-03	15	6.21%	6621	1.08E-02	23	3.37%	3589	5.42E-03
8	4.74%	5055	7.63E-03	16	6.33%	6749	1.10E-02	24	2.37%	2525	3.81E-03
								Total		106,600	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
Fugitive Road PM2.5 Modeling - Roadway Links, Traffic Volumes, and Fugitive Road PM2.5 Emissions
Year = **2026**

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
FUG_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	80	1.3	58.95833	106,600	12,856	138,377	3.76E-07	2.77E-07	2.6	1.21
FUG_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	68	1.3	61.66667	106,600	12,046	129,663	4.42E-07	3.26E-07	2.6	1.21
									Total	213,200						

Emission Factors - Fugitive PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Tire Wear - Emissions per Vehicle (g/VMT)	0.00212	0.00212	0.00212	0.00212
Brake Wear - Emissions per Vehicle (g/VMT)	0.00195	0.00225	0.0025	0.00318
Road Dust - Emissions per Vehicle (g/VMT)	0.00784	0.00784	0.00784	0.00784
tal Fugitive PM2.5 - Emissions per Vehicle (g/VMT)	0.01190	0.01220	0.01250	0.01314

Emisson Factors from CT-EMFAC2017

2026 Hourly Traffic Volumes and Fugitive PM2.5 Emissions - FUG_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1100	1.20E-03	9	6.12%	6527	7.83E-03	17	5.98%	6373	7.65E-03
2	0.70%	743	8.08E-04	10	6.19%	6604	7.93E-03	18	5.87%	6258	7.51E-03
3	0.64%	678	7.37E-04	11	5.91%	6304	7.20E-03	19	5.29%	5638	6.44E-03
4	0.84%	896	9.74E-04	12	5.80%	6184	7.06E-03	20	4.46%	4755	5.30E-03
5	1.67%	1785	1.94E-03	13	5.64%	6008	6.70E-03	21	4.03%	4296	4.67E-03
6	3.42%	3650	3.97E-03	14	5.71%	6086	6.79E-03	22	3.48%	3714	4.04E-03
7	5.04%	5370	5.99E-03	15	6.05%	6452	7.37E-03	23	2.69%	2865	3.12E-03
8	5.77%	6156	7.39E-03	16	5.97%	6363	7.27E-03	24	1.68%	1795	1.95E-03
								Total		106,600	

2026 Hourly Traffic Volumes Per Direction and Fugitive PM2.5 Emissions - FUG_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1461	1.75E-03	9	5.71%	6086	7.48E-03	17	6.37%	6785	8.55E-03
2	0.88%	942	1.13E-03	10	5.84%	6225	7.66E-03	18	6.16%	6564	8.69E-03
3	0.64%	680	8.16E-04	11	5.82%	6208	7.64E-03	19	5.90%	6293	7.93E-03
4	0.49%	523	6.28E-04	12	5.86%	6249	7.69E-03	20	5.48%	5845	7.19E-03
5	0.78%	831	9.97E-04	13	6.10%	6502	8.00E-03	21	4.74%	5053	6.06E-03
6	1.64%	1745	2.09E-03	14	6.26%	6669	8.20E-03	22	4.07%	4334	5.20E-03
7	2.87%	3063	3.68E-03	15	6.21%	6621	8.14E-03	23	3.37%	3589	4.31E-03
8	4.74%	5055	6.06E-03	16	6.33%	6749	8.30E-03	24	2.37%	2525	3.03E-03
								Total		106,600	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
DPM Modeling - Roadway Links, Traffic Volumes, and DPM Emissions
Year = 2027

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Line Area Area (sq m)	Line Area Area (sq ft)	Line Area Emission (g/s/m2)	Line Area Emission (lb/hr/ft2)	Initial Vertical height (m)	(Sigma z) Initial Vertical Dimension
DPM_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	79.7	3.4	59.0	107,625	12,856	138,377	2.301E-08	1.697E-08	6.8	3.16
DPM_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	67.7	3.4	61.7	107,625	12,046	129,663	2.709E-08	1.997E-08	6.8	3.16
									Total	215,250						

Emission Factors

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Emissions per Vehicle (g/VMT)	0.00072	0.000621	0.000531	0.000460

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and DPM Emissions - DPM_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1111	7.33E-05	9	6.12%	6590	2.77E-04	17	5.98%	6434	2.70E-04
2	0.70%	750	4.95E-05	10	6.19%	6667	2.80E-04	18	5.87%	6319	2.66E-04
3	0.64%	684	4.51E-05	11	5.91%	6364	3.09E-04	19	5.29%	5692	2.76E-04
4	0.84%	904	5.97E-05	12	5.80%	6244	3.03E-04	20	4.46%	4800	2.72E-04
5	1.67%	1803	1.19E-04	13	5.64%	6066	3.44E-04	21	4.03%	4337	2.86E-04
6	3.42%	3685	2.43E-04	14	5.71%	6145	3.49E-04	22	3.48%	3749	2.47E-04
7	5.04%	5421	3.08E-04	15	6.05%	6514	3.16E-04	23	2.69%	2892	1.91E-04
8	5.77%	6215	2.61E-04	16	5.97%	6425	3.12E-04	24	1.68%	1812	1.20E-04
								Total		107,625	

2027 Hourly Traffic Volumes Per Direction and DPM Emissions - DPM_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1475	1.07E-04	9	5.71%	6144	3.85E-04	17	6.37%	6851	3.67E-04
2	0.88%	951	6.92E-05	10	5.84%	6285	3.93E-04	18	6.16%	6627	3.07E-04
3	0.64%	687	5.00E-05	11	5.82%	6268	3.92E-04	19	5.90%	6354	3.40E-04
4	0.49%	528	3.84E-05	12	5.86%	6309	3.95E-04	20	5.48%	5901	3.69E-04
5	0.78%	839	6.10E-05	13	6.10%	6565	4.11E-04	21	4.74%	5102	3.71E-04
6	1.64%	1762	1.28E-04	14	6.26%	6733	4.21E-04	22	4.07%	4376	3.18E-04
7	2.87%	3093	2.25E-04	15	6.21%	6685	4.18E-04	23	3.37%	3623	2.64E-04
8	4.74%	5104	3.71E-04	16	6.33%	6814	4.26E-04	24	2.37%	2550	1.86E-04
								Total		107,625	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
PM2.5 Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions
Year = 2027

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height (m)	(Sigma z) Initial Vertical Dimension
PM2.5_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	80	1.3	58.95833	107,625	12,856	138,377	5.18E-08	3.82E-08	2.6	1.21
PM2.5_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	68	1.3	61.66667	107,625	12,046	129,663	6.10E-08	4.50E-08	2.6	1.21
									Total	215,250						

Emission Factors - PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Emissions per Vehicle (g/VMT)	0.001625	0.00141	0.001263	0.001182

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and PM2.5 Emissions - PM2.5_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1111	1.65E-04	9	6.12%	6590	7.12E-04	17	5.98%	6434	6.95E-04
2	0.70%	750	1.11E-04	10	6.19%	6667	7.20E-04	18	5.87%	6319	6.82E-04
3	0.64%	684	1.02E-04	11	5.91%	6364	7.34E-04	19	5.29%	5692	6.57E-04
4	0.84%	904	1.34E-04	12	5.80%	6244	7.20E-04	20	4.46%	4800	6.18E-04
5	1.67%	1803	2.68E-04	13	5.64%	6066	7.80E-04	21	4.03%	4337	6.44E-04
6	3.42%	3685	5.47E-04	14	5.71%	6145	7.90E-04	22	3.48%	3749	5.57E-04
7	5.04%	5421	6.97E-04	15	6.05%	6514	7.52E-04	23	2.69%	2892	4.29E-04
8	5.77%	6215	6.71E-04	16	5.97%	6425	7.41E-04	24	1.68%	1812	2.69E-04
								Total		107,625	

2027 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - PM2.5_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1475	2.42E-04	9	5.71%	6144	8.72E-04	17	6.37%	6851	8.72E-04
2	0.88%	951	1.56E-04	10	5.84%	6285	8.92E-04	18	6.16%	6627	7.89E-04
3	0.64%	687	1.12E-04	11	5.82%	6268	8.89E-04	19	5.90%	6354	8.09E-04
4	0.49%	528	8.65E-05	12	5.86%	6309	8.95E-04	20	5.48%	5901	8.37E-04
5	0.78%	839	1.37E-04	13	6.10%	6565	9.32E-04	21	4.74%	5102	8.36E-04
6	1.64%	1762	2.89E-04	14	6.26%	6733	9.55E-04	22	4.07%	4376	7.17E-04
7	2.87%	3093	5.06E-04	15	6.21%	6685	9.49E-04	23	3.37%	3623	5.93E-04
8	4.74%	5104	8.36E-04	16	6.33%	6814	9.67E-04	24	2.37%	2550	4.18E-04
								Total		107,625	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
TOG Exhaust Modeling - Roadway Links, Traffic Volumes, and TOG Exhaust Emissions
Year = 2027

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
TEXH_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	80	1.3	58.958333	107,625	12,856	138,377	5.35E-07	3.94E-07	2.6	1.21
TEXH_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	68	1.3	61.666667	107,625	12,046	129,663	6.30E-07	4.64E-07	2.6	1.21
									Total	215,250						

Emission Factors - TOG Exhaust

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Emissions per Vehicle (g/VMT)	0.01678	0.01514	0.01432	0.01428

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and TOG Exhaust Emissions - TEXH_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1111	1.70E-03	9	6.12%	6590	8.59E-03	17	5.98%	6434	8.39E-03
2	0.70%	750	1.15E-03	10	6.19%	6667	8.70E-03	18	5.87%	6319	8.24E-03
3	0.64%	684	1.05E-03	11	5.91%	6364	8.33E-03	19	5.29%	5692	7.45E-03
4	0.84%	904	1.39E-03	12	5.80%	6244	8.17E-03	20	4.46%	4800	6.64E-03
5	1.67%	1803	2.76E-03	13	5.64%	6066	8.39E-03	21	4.03%	4337	6.65E-03
6	3.42%	3685	5.65E-03	14	5.71%	6145	8.50E-03	22	3.48%	3749	5.75E-03
7	5.04%	5421	7.50E-03	15	6.05%	6514	8.52E-03	23	2.69%	2892	4.44E-03
8	5.77%	6215	8.11E-03	16	5.97%	6425	8.41E-03	24	1.68%	1812	2.78E-03
								Total		107,625	

2027 Hourly Traffic Volumes Per Direction and TOG Exhaust Emissions - TEXH_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1475	2.50E-03	9	5.71%	6144	9.38E-03	17	6.37%	6851	9.89E-03
2	0.88%	951	1.61E-03	10	5.84%	6285	9.59E-03	18	6.16%	6627	9.53E-03
3	0.64%	687	1.16E-03	11	5.82%	6268	9.56E-03	19	5.90%	6354	9.17E-03
4	0.49%	528	8.93E-04	12	5.86%	6309	9.63E-03	20	5.48%	5901	9.00E-03
5	0.78%	839	1.42E-03	13	6.10%	6565	1.00E-02	21	4.74%	5102	8.63E-03
6	1.64%	1762	2.98E-03	14	6.26%	6733	1.03E-02	22	4.07%	4376	7.40E-03
7	2.87%	3093	5.23E-03	15	6.21%	6685	1.02E-02	23	3.37%	3623	6.13E-03
8	4.74%	5104	8.63E-03	16	6.33%	6814	1.04E-02	24	2.37%	2550	4.31E-03
								Total		107,625	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
TOG Evaporative Emissions Modeling - Roadway Links, Traffic Volumes, and TOG Evaporative Emissions
Year = 2027

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
TEVAP_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	80	1.3	58.95833	107,625	12,856	138,377	4.68E-07	3.45E-07	2.6	1.21
TEVAP_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	68	1.3	61.66667	107,625	12,046	129,663	5.51E-07	4.07E-07	2.6	1.21
									Total	215,250						

Emission Factors - PM2.5 - Evaporative TOG

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Emissions per Vehicle per Hour (g/hour)	0.95540	0.95540	0.95540	0.95540
Emissions per Vehicle per Mile (g/VMT)	0.01470	0.01592	0.01737	0.01911

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and TOG Evaporative Emissions - TEVAP_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1111	1.49E-03	9	6.12%	6590	1.15E-02	17	5.98%	6434	1.12E-02
2	0.70%	750	1.01E-03	10	6.19%	6667	1.16E-02	18	5.87%	6319	1.10E-02
3	0.64%	684	9.19E-04	11	5.91%	6364	1.01E-02	19	5.29%	5692	9.03E-03
4	0.84%	904	1.21E-03	12	5.80%	6244	9.91E-03	20	4.46%	4800	6.98E-03
5	1.67%	1803	2.42E-03	13	5.64%	6066	8.82E-03	21	4.03%	4337	5.82E-03
6	3.42%	3685	4.95E-03	14	5.71%	6145	8.94E-03	22	3.48%	3749	5.03E-03
7	5.04%	5421	7.89E-03	15	6.05%	6514	1.03E-02	23	2.69%	2892	3.88E-03
8	5.77%	6215	1.08E-02	16	5.97%	6425	1.02E-02	24	1.68%	1812	2.43E-03
								Total		107,625	

2027 Hourly Traffic Volumes Per Direction and TOG Evaporative Emissions - TEVAP_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1475	2.19E-03	9	5.71%	6144	9.86E-03	17	6.37%	6851	1.20E-02
2	0.88%	951	1.41E-03	10	5.84%	6285	1.01E-02	18	6.16%	6627	1.28E-02
3	0.64%	687	1.02E-03	11	5.82%	6268	1.01E-02	19	5.90%	6354	1.11E-02
4	0.49%	528	7.82E-04	12	5.86%	6309	1.01E-02	20	5.48%	5901	9.47E-03
5	0.78%	839	1.24E-03	13	6.10%	6565	1.05E-02	21	4.74%	5102	7.56E-03
6	1.64%	1762	2.61E-03	14	6.26%	6733	1.08E-02	22	4.07%	4376	6.48E-03
7	2.87%	3093	4.58E-03	15	6.21%	6685	1.07E-02	23	3.37%	3623	5.37E-03
8	4.74%	5104	7.56E-03	16	6.33%	6814	1.09E-02	24	2.37%	2550	3.78E-03
								Total		107,625	

922 - 944 San Leandro Ave, Mountain View, CA - Off-Site Residential
Cumulative Traffic - Highway 101
Fugitive Road PM2.5 Modeling - Roadway Links, Traffic Volumes, and Fugitive Road PM2.5 Emissions
Year = 2027

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day	Area (sq m)	Area (sq ft)	Emission (g/s/m2)	Emission (lb/hr/ft2)	Initial Vertical height	(Sigma z) Initial Vertical Dimension
FUG_NB_101	Highway 101 Northbound	NB	5	529.3	0.33	24.3	80	1.3	58.95833	107,625	12,856	138,377	3.80E-07	2.80E-07	2.6	1.21
FUG_SB_101	Highway 101 Southbound	SB	4	583.9	0.36	20.6	68	1.3	61.66667	107,625	12,046	129,663	4.47E-07	3.30E-07	2.6	1.21
									Total	215,250						

Emission Factors - Fugitive PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	65	60	55	50
Tire Wear - Emissions per Vehicle (g/VMT)	0.00212	0.00212	0.00212	0.00212
Brake Wear - Emissions per Vehicle (g/VMT)	0.00194	0.00224	0.0025	0.00318
Road Dust - Emissions per Vehicle (g/VMT)	0.00786	0.00786	0.00786	0.00786
tal Fugitive PM2.5 - Emissions per Vehicle (g/VMT)	0.01191	0.01221	0.01251	0.01315

Emisson Factors from CT-EMFAC2017

2027 Hourly Traffic Volumes and Fugitive PM2.5 Emissions - FUG_NB_101

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.03%	1111	1.21E-03	9	6.12%	6590	7.91E-03	17	5.98%	6434	7.73E-03
2	0.70%	750	8.16E-04	10	6.19%	6667	8.01E-03	18	5.87%	6319	7.59E-03
3	0.64%	684	7.45E-04	11	5.91%	6364	7.28E-03	19	5.29%	5692	6.51E-03
4	0.84%	904	9.84E-04	12	5.80%	6244	7.14E-03	20	4.46%	4800	5.36E-03
5	1.67%	1803	1.96E-03	13	5.64%	6066	6.77E-03	21	4.03%	4337	4.72E-03
6	3.42%	3685	4.01E-03	14	5.71%	6145	6.86E-03	22	3.48%	3749	4.08E-03
7	5.04%	5421	6.05E-03	15	6.05%	6514	7.45E-03	23	2.69%	2892	3.15E-03
8	5.77%	6215	7.46E-03	16	5.97%	6425	7.34E-03	24	1.68%	1812	1.97E-03
								Total		107,625	

2027 Hourly Traffic Volumes Per Direction and Fugitive PM2.5 Emissions - FUG_SB_101

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.37%	1475	1.77E-03	9	5.71%	6144	7.56E-03	17	6.37%	6851	8.64E-03
2	0.88%	951	1.14E-03	10	5.84%	6285	7.74E-03	18	6.16%	6627	8.78E-03
3	0.64%	687	8.25E-04	11	5.82%	6268	7.71E-03	19	5.90%	6354	8.01E-03
4	0.49%	528	6.34E-04	12	5.86%	6309	7.77E-03	20	5.48%	5901	7.26E-03
5	0.78%	839	1.01E-03	13	6.10%	6565	8.08E-03	21	4.74%	5102	6.13E-03
6	1.64%	1762	2.12E-03	14	6.26%	6733	8.29E-03	22	4.07%	4376	5.25E-03
7	2.87%	3093	3.71E-03	15	6.21%	6685	8.23E-03	23	3.37%	3623	4.35E-03
8	4.74%	5104	6.13E-03	16	6.33%	6814	8.39E-03	24	2.37%	2550	3.06E-03
								Total		107,625	

Bay Area Air Quality Management District

Risk & Hazard Stationary Source Inquiry Form

This form is required when users request stationary source data from BAAQMD

This form is to be used with the BAAQMD's Google Earth stationary source screening tables.

Click here for guidance on coducting risk & hazard screening, including roadways & freeways, refer to the District's Risk & Hazard Analysis flow chart.

Click here for District's Recommended Methods for Screening and Modeling Local Risks and Hazards document.

Table A: Requester Contact Information

Date of Request	**1/7/2025**
Contact Name	Jordyn Bauer
Affiliation	Illingworth & Rodkin, Inc.
Phone	707-794-0400 x106
Email	jbauer@illingworthrodkin.com
Project Name	922-944 San Leandro St
Address	922-944 San Leandro St
City	Mountain View
County	Santa Clara
Type (residential, commercial, mixed use, industrial, etc.)	Residential
Project Size (# of units or building square feet)	38
Comments:	

For Air District assistance, the following steps must be completed:

1. Complete all the contact and project information requested in Table A. Incomplete forms will not be processed. Please include a project site map.

2. Download and install the free program Google Earth, **http://www.google.com/earth/download/ge/,** and then download the county specific Google Earth stationary source application files from the District's website, **http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx.** The small points on the map represent stationary sources permitted by the District (Map A on right). These permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc. Click on a point to view the source's Information Table, including the name, location, and preliminary estimated cancer risk, hazard index, and PM2.5 concentration.

3. Find the project site in Google Earth by inputting the site's address in the Google Earth search box.

4. Identify stationary sources within at least a 1000ft radius of project site. Verify that the location of the source on the map matches with the source's address in the Information Table, by using the Google Earth address search box to confirm the source's address location. Please report any mapping errors to the District.

5. List the stationary source information in Table B section only.

6. Note that a small percentage of the stationary sources have Health Risk Screening Assessment (HRSA) data INSTEAD of screening level data. These sources will be noted by an asterisk next to the Plant Name (Map B on right). If HRSA values are presented, these values have already been modeled and cannot be adjusted further.

7. Email this completed form to District staff. District staff will provide the most recent risk, hazard, and PM2.5 data that are available for the source(s). If this information or data are not available, source emissions data will be provided. Staff will respond to inquiries within three weeks.

Note that a public records request received for the same stationary source information will cancel the processing of your SSIF request.

Submit forms, maps, and questions to Matthew Hanson at 415-749-8733, or mhanson@baaqmd.gov

Table B: Google Earth data

Distance from Receptor (feet) or MEI[1]	Plant No.	Facility Name	Address	Cancer Risk[2]	Hazard Risk[2]	$PM_{2.5}$[2]	Source No.[3]	Type of Source[4]	Fuel Code[5]	Status/Comments	Distance Adjustment Multiplier	Adjusted Cancer Risk Estimate	Adjusted Hazard Risk	Adjusted PM2.5
560	201659	Google LLC	750 Moffett Blvd	14.78	0	0.02		Generator		2022 Dataset	0.10	1.48	0.00000	0.002

Project MEIs

Project Site

Distance from Receptor (feet) or MEI[1]	FACID (Plant No.)	Distance Adjustment Multiplier	Adjusted Cancer Risk Estimate	Adjusted Hazard Risk	Adjusted PM2.5
650	201659	0.09	1.33	0.0000	0.002

Footnotes:

1. Maximally exposed individual

2. These Cancer Risk, Hazard Index, and PM2.5 columns represent the values in the Google Earth Plant Information Table.
3. Each plant may have multiple permits and sources.
4. Permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc.
5. Fuel codes: 98 = diesel, 189 = Natural Gas.
6. If a Health Risk Screening Assessment (HRSA) was completed for the source, the application number will be listed here.

8. Engineer who completed the HRSA. For District purposes only.
9. All HRSA completed before 1/5/2010 need to be multiplied by an age sensitivity factor of 1.7.
10. The HRSA "Chronic Health" number represents the Hazard Index.
11. Further information about common sources:
    a. Sources that only include diesel internal combustion engines can be adjusted using the BAAQMD's Diesel Multiplier worksheet.
    b. The risk from natural gas boilers used for space heating when <25 MM BTU/hr would have an estimated cancer risk of one in a million or less, and a chronic hazard index of 0.003 or less.
    c. BAAQMD Reg 11 Rule 16 required that all co-residential (sharing a wall, floor, ceiling or is in the same building as a residential unit) dry cleaners cease use of perc on July 1, 2010.
    Therefore, there is no cancer risk, hazard or PM2.5 concentrations from co-residential dry cleaning businesses in the BAAQMD.
    d. Non co-residential dry cleaners must phase out use of perc by Jan. 1, 2023. Therefore, the risk from these dry cleaners does not need to be factored in over a 70-year period, but instead should reflect the
    e. Gas stations can be adjusted using BAAQMD's Gas Station Distance Mulitplier worksheet.
    f. Unless otherwise noted, exempt sources are considered insignificant. See BAAQMD Reg 2 Rule 1 for a list of exempt sources.
    g. This spray booth is considered to be insignificant.

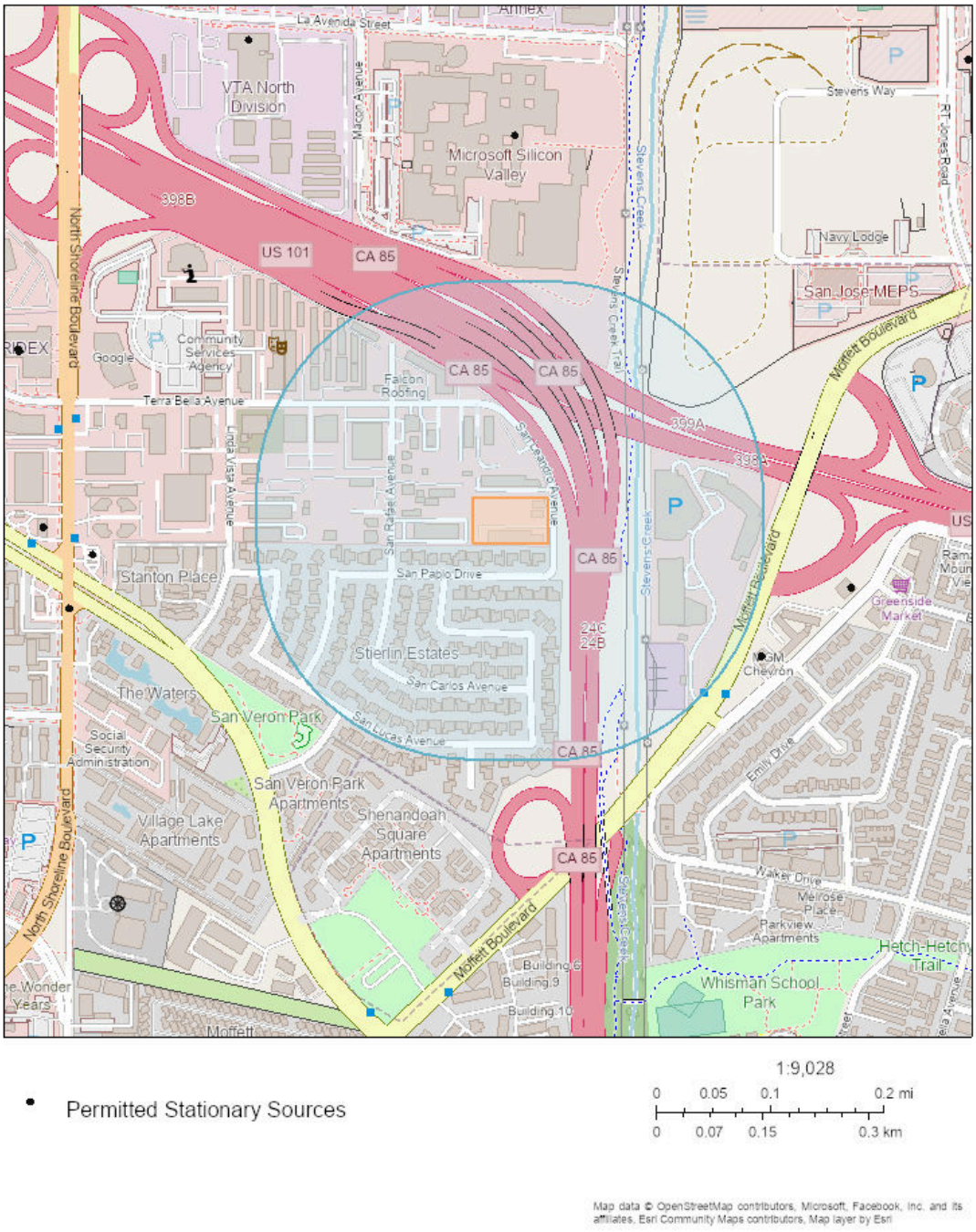
Date last updated:
03/13/2018

Screening Report

Area of Interest (AOI) Information

Area : 4,330,268.01 ft²

Nov 21 2024 11:51:38 Pacific Standard Time



Summary

Name	Count	Area(ft²)	Length(ft)
Permitted Stationary Sources	0	N/A	N/A

NOTE: A larger buffer than 1,000 may be warranted depending on proximity to significant sources.