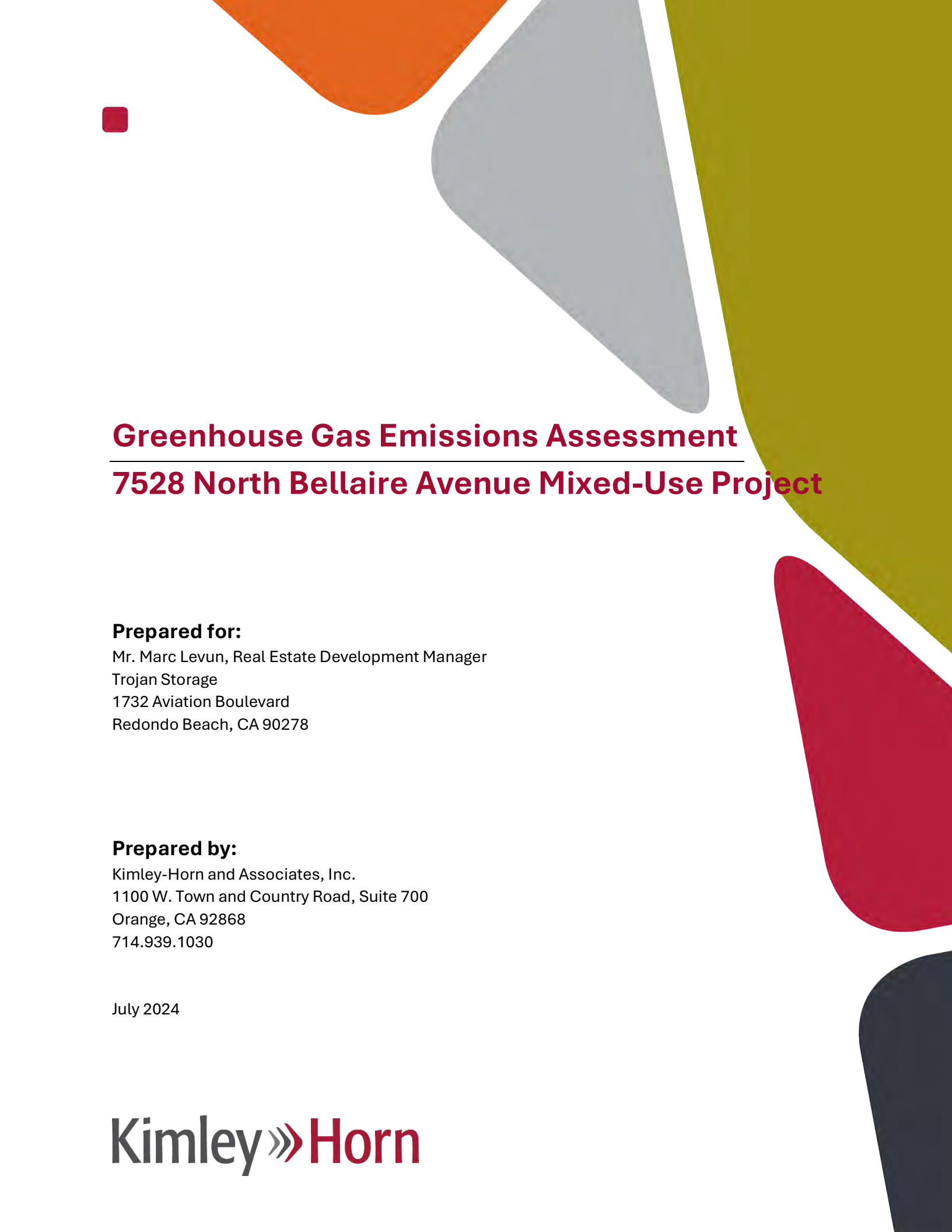




Appendix 4.8-1

Greenhouse Gas Technical Report



Greenhouse Gas Emissions Assessment

7528 North Bellaire Avenue Mixed-Use Project

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July 2024

TABLE OF CONTENTS

1.0	Introduction	4
1.1	Project Location.....	4
1.2	Project Description	4
2.0	Environmental Setting	10
2.1	Greenhouse Gas and Climate Change	10
3.0	Regulatory Setting	12
3.1	Federal	12
3.2	State	14
3.3	Regional	23
3.4	Local	26
4.0	Significance Criteria and Methodology	28
4.1	Thresholds and Significance Criteria.....	28
4.2	Methodology.....	29
5.0	Potential Impacts and Mitigation	31
5.1	Greenhouse Gas Emissions	31
5.2	Greenhouse Gas Reduction Plan Compliance.....	32
5.3	Cumulative Setting, Impacts, and Mitigation Measures	37
6.0	References	38

Figures

Figure 1: Regional Vicinity Map	7
Figure 2: Local Vicinity Map	8
Figure 3: Preliminary Site Plan	9

Tables

Table 1: Summary of Proposed Project.....	5
Table 2: Description of Greenhouse Gases.....	11
Table 3: Construction Related Greenhouse Gas Emissions	31
Table 4: Project Greenhouse Gas Emissions	32
Table 5: Regional Transportation Plan/Sustainable Communities Strategy Consistency	32

Appendices

Appendix A: Greenhouse Gas Emissions Data	
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List of Abbreviated Terms

AB	Assembly Bill
CARB	California Air Resource Board
CCR	California Code of Regulations
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CALGreen	California Green Building Standards Code
CPUC	California Public Utilities Commission
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CFC	Chlorofluorocarbon
CCSP	Climate Change Scoping Plan
by	cubic yard
DU	dwelling unit
CAA	Federal Clean Air Act
FR	Federal Register
GHG	greenhouse gas
HCFC	Hydrochlorofluorocarbon
HFC	Hydrofluorocarbon
LCFS	Low Carbon Fuel Standard
CH ₄	Methane
MMTCO ₂ e	million metric tons of carbon dioxide equivalent
MTCO ₂ e	metric tons of carbon dioxide equivalent
NHTSA	National Highway Traffic Safety Administration
NF ₃	nitrogen trifluoride
N ₂ O	nitrous oxide
PFC	Perfluorocarbon
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Government
SF	square foot
SF ₆	sulfur hexafluoride
TAC	toxic air contaminants
U.S. EPA	United States Environmental Protection Agency

1.0 INTRODUCTION

This report documents the results of a Greenhouse Gas (GHG) Emissions Assessment completed for the 7528 North Bellaire Avenue Mixed Use Project (“Project”). The purpose of this Greenhouse Gas Emissions Assessment is to evaluate the Project’s potential construction and operational emissions and determine their level of impact on the environment.

1.1 Project Location

The Project site is in the County of Los Angeles (“County”), approximately 15 miles north of downtown Los Angeles, in the Sun Valley – La Tuna Canyon Community (“Community”) in the City of Los Angeles (“City”); see [Figure 1: Regional Vicinity Map](#).

The approximately 3.92-acre Project site is comprised of one parcel (APN 2305-024-030) situated northeast of the Saticoy Street at North Bellaire Avenue intersection, at 7528 North Bellaire Avenue; see [Figure 2: Local Vicinity Map](#).

1.2 Existing Onsite General Plan Land Use

The Project site’s existing land use designations are listed in [Table 1: Existing Land Use Designations](#). As indicated, most of the Project site is designated Commercial Manufacturing, with the remainder designated Parking Buffer and Low Residential.

Table 1: Existing Land Use Designations	
General Plan Designation ¹	Acres
Low Residential	0.59
Commercial Manufacturing	2.62
Parking Buffer	0.71
Total	3.92
1. City of Los Angeles, <i>Community Planning App Sun Valley</i>, available at: https://dcpgis.lacity.org/portal/apps/View/index.html?appid=c2368a7fdea240deba0e625dee7e29f7	

1.3 Project Description

The Project applicant proposes a mixed-use (commercial and residential) development comprised of two buildings with a total gross building area of approximately 233,632 square feet (SF), with approximately 220,232 SF of commercial (self-storage space), approximately 13,400 SF of residential space, and 22,285 SF of landscaping and open space. The proposed mixed-use development is depicted on [Figure 3: Preliminary Site Plan](#) and summarized in [Table 1: Summary of Proposed Project](#). To accommodate the proposed development, the Project proposes to remove all existing onsite land uses and improvements.

At the site’s eastern portion, the Project proposes a self-storage facility with approximately 1,584 storage units comprised of Building A1, which is a three-story, approximately 131,523 SF building with 130,823 SF of storage space (961 units) and 700 SF of office space, and Building A2, which is a three-story, approximately 88,709 SF building comprised entirely of storage space (623 units). The

self-storage facility would provide interior storage space for personal and business goods- no outside storage is proposed. The hours of operation would be from 6:00 AM to 9:00 PM daily.

At the site's western portion, the Project proposes a nine-unit townhouse-style apartment development comprised of one two-story 13,400 SF building at a density of 2.3 DU/AC.

Table 2: Summary of Proposed Project				
Building	Level	Self-Storage (SF)	Self-Storage (Units)	Office (SF)
Commercial/ Storage: Building A1	Level 1	43,141	307	700
	Level 2	43,841	327	0
	Level 3	43,841	327	0
	Sub-Total Building A1	130,823	961	700
	Total Building A1 (SF)	131,523		
Commercial/ Storage Building A2	Level 1	30,486	208	0
	Level 2	30,486	219	0
	Level 3	27,737	196	0
	Sub-Total Building A2	88,709	623	0
	Total Building A2 (SF)	88,709		
Commercial	Building A Total (SF)	220,232		
	Building A Total (Units)	1,584		
	Floor Area Ratio	1.29		
Building	Level	Residential Living (SF)	Residential (DU)	Residential Garages (SF)
Residential: Building B	Level 1	0	0	6,700
	Level 2	6,700	9	0
	Sub-Total Building B	6,700	9	6,700
Residential	Total Building B (SF)	13,400		
	Total Building B (DU)	9		
	Density (DU/AC)	2.3		
TOTAL PROJECT	TOTAL BUILDING SF	233,632		
	COMMERCIAL SF	220,932		
	STORAGE UNITS	1,584		
	RESIDENTIAL SF	13,400		
	RESIDENTIAL DU	9		
Source: Jordan Architects, November 12, 2023.				

Access, Circulation, and Parking

As shown in Figure 3: Preliminary Site Plan, vehicular access to the Project site would be provided via one gated driveway on North Bellaire Avenue, and another gate at the southern parking lot. For circulation, the Project proposes to drive aisles: along the Project site's northern boundary; west of Building A1; and south of Building B.

The Project proposes 87 off-street vehicle parking spaces in total, including 18 spaces within the apartment garages and 69 surface parking spaces.

Construction

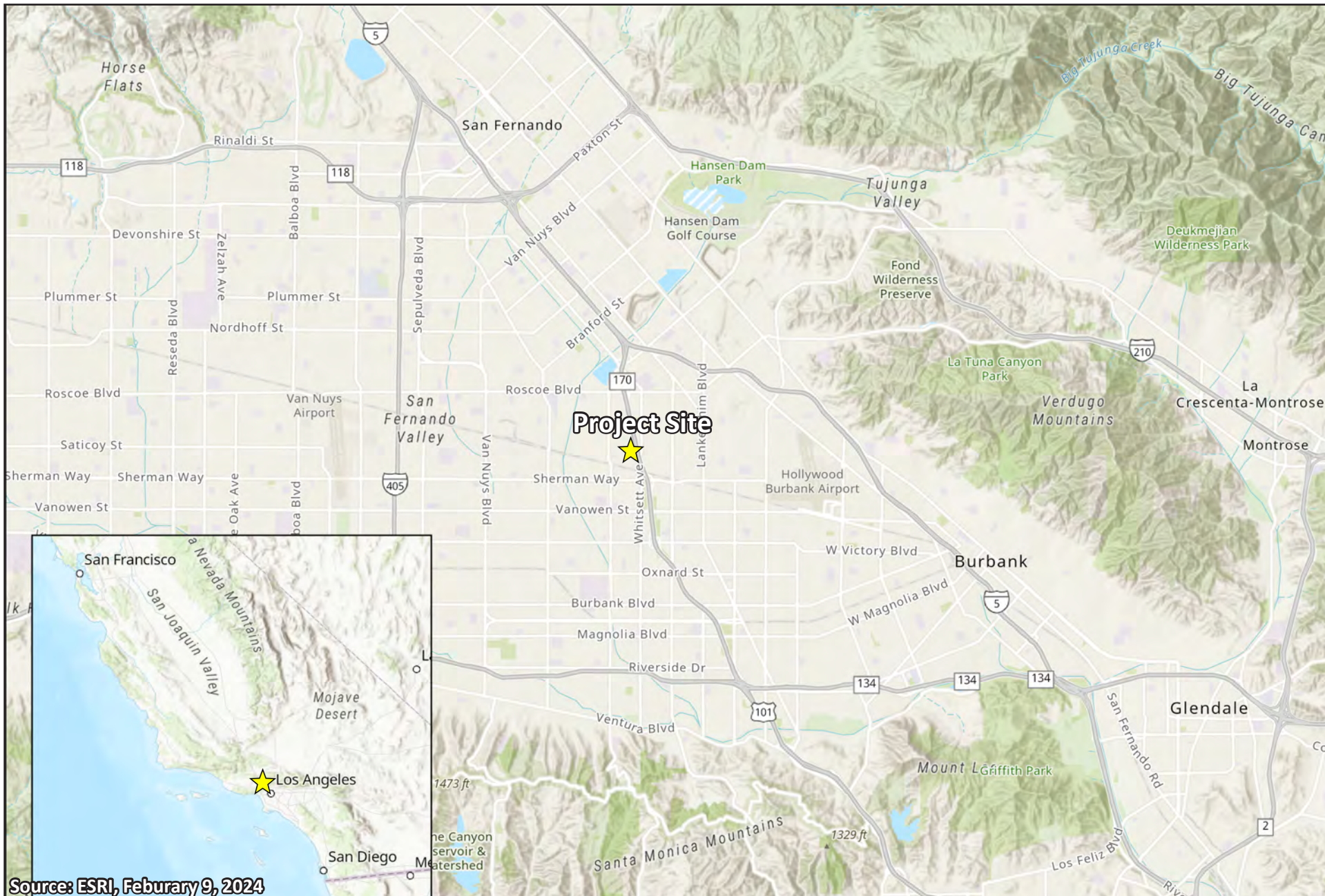
Project construction is anticipated to occur over approximately 18 months beginning January 2026 and ending July 2027. Approximately 7,781 cubic yards (cy) of export and 4,413 cy of import are anticipated. Project construction is assumed to occur in the following sequence:

- Demolition: January 1, 2026 to January 29, 2026
- Site Preparation: January 30, 2026 to March 12, 2026
- Grading: March 13, 2026 to July 2, 2026
- Building Construction: July 6, 2026 to January 7, 2027
- Paving: January 8, 2027 to April 29, 2027
- Architectural Coating: April 30, 2027 to July 1, 2027

Approvals

The Project seeks approval of the following entitlements, among others:

- General Plan Amendment: To change the existing General Plan land use designations from Low Residential, Commercial Manufacturing, and Parking Buffer to Commercial Manufacturing to allow for the proposed self-storage and residential uses.
- Zone Change: To change the existing zoning from Tentative “R1” One-Family Zone ([T]R-1), “R2” Two-Family Zone (R2-1), and “RA” Suburban Zone (RA-1) to Commercial Manufacturing (CM-1) to allow for the proposed self-storage and residential uses.



Source: ESRI, February 9, 2024

FIGURE 1: REGIONAL VICINITY MAP
7528 North Bellaire Mixed-Use Project



Source: Nearmap, February 9, 2024

FIGURE 2: LOCAL VICINITY MAP
7528 North Bellaire Mixed-Use Project

2.0 ENVIRONMENTAL SETTING

2.1 Greenhouse Gas and Climate Change

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

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

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remain stored in the atmosphere.¹ Table 2: Description of Greenhouse Gases describes the primary GHGs attributed to global climate change, including their physical properties.

¹ Intergovernmental Panel on Climate Change, *Climate Change 2021: The Physical Science Basis, Working Group I Contribution to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change*, 2021. https://report.ipcc.ch/ar6/wg1/IPCC_AR6_WGI_FullReport.pdf.

Table 3: Description of Greenhouse Gases

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

Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase-out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF ₃)	NF ₃ was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.
Source: Compiled from U.S. EPA, <i>Overview of Greenhouse Gases</i> , (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), accessed March 2023; U.S. EPA, <i>Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016</i> , 2018; Intergovernmental Panel on Climate Change, <i>Climate Change 2007: The Physical Science Basis</i> , 2007; National Research Council, <i>Advancing the Science of Climate Change</i> , 2010; U.S. EPA, <i>Methane and Nitrous Oxide Emission from Natural Sources</i> , April 2010.	

3.0 REGULATORY SETTING

3.1 Federal

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

Energy Independence and Security Act of 2007

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

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

U.S. Environmental Protection Agency Endangerment Finding

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

a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It is noted that the U.S. EPA is currently proposing to freeze vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

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

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

² U.S. EPA and NHTSA, *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2*, 2016. Available at: <https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf>. Accessed: June 2024.

On September 27, 2019, the U.S. EPA and the NHTSA published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019).)³ The SAFE Rule (Part One) revoked California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO₂ emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The current U.S. EPA administration repealed SAFE Rule Part One, effective January 28, 2022, and is reconsidering Part Two.

In December 2021, the U.S. EPA finalized federal GHG emissions standards for passenger cars and light trucks for model years 2023-2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and are based on sound science and grounded in a rigorous assessment of current and future technologies. The updated standards will result in avoiding more than three billion tons of GHG emissions through 2050. In 2022, the NHSTA revised the CAFE standards for passenger cars and light trucks for model years 2024-2026. These standards are expected to result in average fuel economy label values of 49 miles per gallon.⁴

3.2 State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for coordination and oversight of statewide and local air pollution control programs. Various statewide and local initiatives to reduce California’s contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e)⁵ in the world and produced 381 million metric tons (MMT) of CO₂e in 2021.⁶ In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32 and California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as California Code of Regulations (CCR) Title 20 Appliance Efficiency Regulations appliance energy standards, Title 24 (California Building Standards Code (CBSC)) Part 6 (California Energy Code) building energy efficiency standards, and Title 24 Part 11 (California Green Building Standards Code or CALGreen) residential commercial energy, water, and

³ U.S. EPA and NHTSA, Federal Register, Vol. 84, No. 188, *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program*, September 27, 2019. Available at: <https://www.govinfo.gov/content/pkg/FR-2019-09-27/pdf/2019-20672.pdf>. Accessed: June 2024.

⁴ National Highway Traffic Safety Administration, *USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026*, available at: <https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026>, accessed June 2024.

⁵ Carbon dioxide equivalent (CO₂e) means the number of metric tons of CO₂ emissions with the same global warming potential as one metric ton of another GHG.

⁶ California Air Resources Board, *Current California GHG Emissions Inventory Data, 2000-2021 GHG inventory (2023 Edition)*, <https://ww2.arb.ca.gov/ghg-inventory-data>, accessed June 2024.

material efficiency standards, were originally adopted for other purposes, but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for reporting and verifying statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve AB 32 goals. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 GHG emissions level would require an emissions reduction of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").⁷

The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.⁸ Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key Scoping Plan elements include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewable energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).

⁷ CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

⁸ The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

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

In 2012, CARB released revised estimates of the expected 2020 GHG emissions reductions. The revised estimates relied on GHG emissions projections updated in light of the then-current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and implemented relating to future fuel and energy demand, and other factors. The revised estimates reduced the projected 2020 GHG emissions from 596 million metric tons of carbon dioxide equivalent (MMTCO₂e) to 545 MMTCO₂e. The reduction in projected 2020 GHG emissions meant that the business-as-usual emissions reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 was 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower GHG emissions forecast was considered, the necessary reduction from business-as-usual GHG emissions needed to achieve AB 32 goals was 16 percent.

CARB adopted the first major Scoping Plan update on May 22, 2014. The 2014 Scoping Plan summarized the most recent science related to climate change, including anticipated impacts to California and the GHG emissions reduction levels needed to likely avoid risking irreparable damage. It identified the actions California had already taken to reduce GHG emissions and focused on areas where further reductions could be achieved to help meet AB 32's 2020 GHG emissions reduction target. By 2016, California had reduced GHG emissions to below 1990 levels, achieving AB 32's 2020 target four years ahead of schedule.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second Scoping Plan update.⁹ The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities, and support the Clean Power Plan and other federal actions.

⁹ California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, Accessed June 2024.

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

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

The 2022 Scoping Plan includes a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHG emissions and assist the State in meeting the 2022 Scoping Plan's ambitious targets. 2022 Scoping Plan Appendix D Section 3.2 includes approaches that lead agencies can consider when evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development to determine consistency with the 2022 Scoping Plan. Notably, this section focuses on the alignment of proposed plans and residential and mixed-use project types.¹⁰ CARB specifically states that the 2022 Scoping Plan Appendix D is not exhaustive and does not address industrial development.¹¹ However, CARB plans to continue to explore new approaches for other development types in the future.¹²

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

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

¹⁰ California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D: Local Actions.

¹¹ Ibid.

¹² Ibid.

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

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

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. AB 1493's implementation was delayed by lawsuits filed by automakers and the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which the U.S. District Court for the District of Columbia upheld in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017–2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO₂e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368, which is AB 32's companion bill, directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish an emissions performance standard of 1,100 pounds of CO₂ per megawatt-hour for the baseload generation owned by, or under long-term contract to publicly owned utilities.

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

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

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

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. SB 350 requires electricity procurement from renewable sources to increase from 33 percent to 50 percent

(with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

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

SB 150 (Regional Transportation Plans)

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

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

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

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

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

AB 1279 (The California Climate Crisis Act)

AB 1279 establishes the State's policy to: achieve carbon neutrality as soon as possible, but no later than 2045; maintain net negative GHG emissions thereafter; and ensure that by 2045 statewide

anthropogenic GHG emissions are at least reduced to 85 percent below 1990 levels. AB 1279 requires CARB to ensure that the Scoping Plan updates identify and recommend measures to achieve carbon neutrality and identify and implement policies and strategies that enable CO₂ removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid)

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

SB 905 (Carbon Sequestration Program)

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

AB 1757 (Nature-Based Solutions)

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

Executive Orders Related to GHG Emissions

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

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

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

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

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

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

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

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

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMTCO₂e. The 2030 target acts as an interim goal on the way to achieving GHG emissions reductions to 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions to 40 percent below 1990 levels by 2030.

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

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

Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which CARB adopted in July 2020.

California Regulations and Building Codes

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

Title 20 Appliance Efficiency Regulations. The Appliance Efficiency Regulations (CCR Title 20, Sections 1601-1608) include standards for 23 new appliance categories. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

such as California Code of Regulations (CCR) Title 20 Appliance Efficiency Regulations appliance energy standards, Title 24 (California Building Standards Code (CBSC)) Part 6 (California Energy Code) building energy efficiency standards, and Title 24 Part 11 (California Green Building Standards Code or CALGreen) residential commercial energy, water, and material efficiency standards,

Title 24 Building Energy Efficiency Standards. CCR Title 24 (California Building Standards Code (CBSC)) is comprised of 12 parts and includes regulations for how buildings are designed and constructed. The Building Energy Efficiency Standards, which are found in CCR Title 24 Part 6, California Energy Code and apply to all buildings (residential and nonresidential), were first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. In August 2021, the California Energy Commission (CEC) adopted the 2022 Energy Code, which the California Building Standards Commission subsequently approved for inclusion in the CBSC. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings result in less electric energy consumption, which decreases fossil fuel consumption thereby decreasing GHG emissions across California. For example, the 2022 Title 24 standards require efficient electric heat pumps, establish electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards.

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

Advanced Clean Cars I and II. Advanced Clean Cars combines several regulations into one package including the Low-Emission Vehicle (LEV) criteria and greenhouse gas regulations and the zero-

emission vehicle (ZEV) regulation. Advanced Clean Cars I was adopted in 2012 and Advanced Clean Cars II was adopted in 2022. These regulations rapidly scale down emissions of light-duty passenger cars, pickup trucks and SUVs and require an increased number of zero-emission vehicles to meet air quality and climate change emissions goals. By 2035, all new passenger cars, trucks and SUVs sold in California will be zero-emission. The Advanced Clean Cars II regulations take the State's already growing zero-emission vehicle market and robust motor vehicle emission control rules and augments them to meet more aggressive tailpipe emissions standards and ramp up to 100% zero-emission vehicles.

CARB Advanced Clean Fleets Regulation. On April 28, 2023, CARB approved the Advanced Clean Fleets Regulation (ACF), which requires fleet owners to begin transitioning toward ZEVs starting in 2024. Given the truck traffic's impact on residents living near heavily trafficked corridors, drayage trucks will need to be zero-emission by 2035. All other fleet owners have the option to transition a percentage of their vehicles to meet expected zero-emission milestones, which gives owners the flexibility to continue operating combustion-powered vehicles as needed during the move toward cleaner technology.

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

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

3.3 Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's

efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, various city and county planning departments in the SCAB, various utilities (e.g., sanitation and power) throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against each tier's requirements sequentially and would not result in a significant impact if the project complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 metric tons of CO₂e (MTCO₂e) per year for industrial projects and a 3,000 MTCO₂e threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7, the Working Group explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). The Working Group indicated that the 10,000 MTCO₂e per year threshold applies to emissions from both construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features/mitigation measures resulted in emissions 30 percent lower than business-as-usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it's emissions were below an efficiency-based threshold of 4.8 MTCO₂e per service population per year. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

As described above, when the tiered approach is applied to a proposed project, and the project is found not to comply with Tier 1 or Tier 2, the project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold that the SCAQMD formally adopted is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because, at the time, SCAQMD anticipated that CARB would be adopting a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted, and the interim threshold remains in effect.

For projects for which SCAQMD is not a lead agency, no screening thresholds have been formally adopted. However, the Working Group has recommended a threshold of 10,000 MTCO₂e/year for industrial projects and 3,000 MTCO₂e/year for residential and commercial projects. SCAQMD determined that these thresholds would “capture” 90 percent of GHG emissions from these sectors, “capture” meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).

Southern California Association of Governments

On April 4, 2024, SCAG’s Regional Council adopted Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]). On May 10th 2024, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approved Connect SoCal 2024, however, CARB’s approval is still pending before it is fully certified. On September 3, 2020, SCAG’s Regional Council adopted Connect SoCal 2020 (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) which has been approved by the FHWA, FTA, and CARB. Connect SoCal charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Connect SoCal is a long-range vision plan that balances future mobility and housing needs with economic and environmental goals. The SCAG region strives toward sustainability through integrated land use and transportation planning.

The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Connect SoCal aims to deliver significant benefits to the region with respect to mobility, safety, health outcomes, travel-time reliability, air quality, economic productivity, environmental justice, and transportation asset condition. Connect SoCal 2024 establishes GHG emissions goals for automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by CARB (Govt. Code Section 65080(b)(2)(B)) (i.e., for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post 2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15 and the Connect SoCal 2045 target for the SCAG region is 19 percent below 2005 per capita emissions levels by 2035).

Since Connect SoCal was adopted in 2020, SCAG gained responsibility for the selection of transportation projects to be funded with federal revenue. Connect SoCal invests \$751.7 billion in our transportation system, primarily in operations and maintenance, to ensure the continued performance of our current network. Implementation of the Connect SoCal 2024 would add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network. Connect SoCal contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region’s network, and expand mobility choices for everyone. Connect SoCal is an important planning document for the region, allowing project sponsors to qualify for federal funding.

Connect SoCal 2024 and 2020 account for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. Connect SoCal is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently.

3.4 Local

City of Los Angeles General Plan

While the City does not have a General Plan Element specifically addressing global warming and GHG emissions, the following Air Quality Element goals and objectives would also serve to reduce GHG emissions:

- Goal 2** Less reliance on single-occupant vehicles with fewer commute and non-work trips.
- Objective 2.1* Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.
- Objective 2.2* Increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles, and incentives for high occupancy vehicles.
- Goal 4** Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- Objective 4.2* Reduce vehicle trips and vehicle miles traveled associated with land use patterns.
- Goal 5** Energy Efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.
- Objective 5.1* Increase energy efficiency of City facilities and private developments.
- Objective 5.2* Have a portion of the City's service fleet be comprised of alternative fuel powered vehicles, subject to availability of funding, and practical feasibility.
- Goal 6** Citizen awareness of the linkages between personal behavior and air pollution, and participation in efforts to reduce air pollution.
- Objective 6.1* Make air quality education and citizen participation a priority in the City's effort to achieve clean air standards.

Los Angeles Green Building Code

The City adopted (Ordinance No. 186,488) (2019 CalGreen) with amendments, thereby codifying CalGreen provisions as the new Los Angeles Green Building Code (LAGBC). Currently, the LAGBC contains both mandatory and voluntary green building measures for reducing GHG emissions through energy conservation. The LAGBC requires projects to incorporate infrastructure to support future electric vehicle supply equipment (EVSE), reduce the overall use of potable water by 20 percent, meet the applicable California Energy Code provisions, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Los Angeles Municipal Code Section 66.32, among other provisions.

City of Los Angeles Sustainable City pLAn (2015)

In 2015, the City released the Sustainable City pLAn, which covers various issues related to GHG reduction either specifically or by association. Actionable goals were set that include but are not limited to increasing green building standards for new construction, developing blue, green, and black waste bin infrastructure, and reducing water use by 20 percent. In 2019, the plan was updated with new goals through the Green New Deal.

Green New Deal

In 2019, to further reduce GHG emissions in the City, the City updated its Sustainable City pLAn with more ambitious Green New Deal goals. The following are a few of the Green New Deal goals:

- Supply 55 percent renewable energy by 2025, 80 percent by 2036, and 100 percent by 2045
- Source 70 percent of water locally and capture 150,000 acre-feet per year of stormwater by 2035
- Reduce building energy use per square foot for all building types 22 percent by 2025, 34 percent by 2035, and 44 percent by 2050
- Ensure that 57 percent of new housing units are built within 1,500 feet of transit by 2025, and 75 percent by 2035
- Increase the City's percentage of zero-emission vehicles to 25 percent by 2025, 80 percent by 2035, and 100 percent by 2050
- Create 300,000 green jobs by 2035 and 400,000 by 2050
- Convert all City fleet vehicles to zero-emission where technically feasible by 2028
- Reduce municipal GHG emissions 55 percent by 2025 and 65 percent by 2035 from baseline levels, reaching carbon neutral by 2045

4.0 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Thresholds and Significance Criteria

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

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

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. Amendments to the State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.

GHG Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 MTCO₂e industrial threshold for projects where SCAQMD is the lead agency. The City has not adopted project-specific significance thresholds, and instead relies on SCAQMD's recommended screening thresholds to determine the significance of a project's GHG emissions. The SCAQMD Working Group has recommended a threshold of 3,000 MTCO₂e per year threshold for non-industrial projects.

In setting the threshold at 3,000 MTCO₂e per year, SCAQMD researched a database of projects kept by the Governor's Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects/ outliers that would skew emissions values too high, leaving 711 projects as the sample population to use in determining the 90th percentile capture rate. The SCAQMD analysis of the 711 projects within the sample population included commercial, residential, and mixed-use projects. It is noted that the sample population included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of the sample projects were calculated by SCAQMD to provide a consistent method of calculating emissions across and from the sample population of projects. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 and 3,143 MTCO₂e per year. The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO₂e per year) to define small projects that are considered less than significant and do not need further analysis.

The SCAQMD, an expert agency, developed and recommended the 3,000 MTCO₂e per year threshold, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group

meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants are also listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid for use in 2023 (SCAQMD, 2008, pp. 3-4). Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within SCAQMD jurisdiction. Thus, if Project-related GHG emissions do not exceed the 3,000 MTCO₂e per year threshold, then Project-related GHG emissions would have a less than significant impact.

4.2 Methodology

Global climate change is, by definition, a cumulative GHG emissions impact. Therefore, there is no project-level analysis. The baseline against which to compare the Project’s potential impacts includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO₂/year to nearly 49 GtCO₂/year. As such, the geographic extent of climate change and cumulative GHG emissions impact discussion is world-wide.

The Project’s construction and operational GHG emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). Details of the modeling assumptions and emission factors are provided in [Appendix A: Greenhouse Gas Emissions Data](#). For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. Construction GHG emissions were forecasted based on the Project’s proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project’s construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling, and vendor (material delivery) trucks, and worker vehicles. The Project’s construction is anticipated to occur over a duration of approximately 18 months, beginning in January 2026 and ending in July 2027.

The Project’s operational GHG emissions would be generated by mobile sources area sources, energy consumption, solid waste, and emergency backup generators. These GHG emissions sources are discussed below.

- **Area.** Area source emissions occur from hearths, landscaping equipment, consumer products, and architectural coatings. The Project involves a self-storage facility and nine dwelling units that would not include hearths. Landscaping and consumer products would be limited. Negligible quantities of consumer products (i.e., personal care products, home, lawn, and garden products, disinfectants, sanitizers, polishes, cosmetics, and floor finishes) would be used. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions.
- **Energy (Electricity).** Energy source GHG emissions are typically generated from electricity and natural gas consumption, the use of miscellaneous self-storage equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. However, the Project would be designed as all-electric and would not include natural gas conveyance to the site.
- **Energy (Water and Wastewater).** Energy source GHG emissions are also generated from energy consumption associated with water and wastewater conveyance and treatment. No changes were made to the default water usage consumption rates or emissions factors for this analysis.
- **Solid Waste.** Solid waste GHG emissions are generated in the form of methane when solid waste materials decompose. No changes were made to the default solid waste generation rates or emissions factors.
- **Emergency Backup Generators.** As the Project's self-storage buildings (A1 and A2) would be temperature controlled, emergency backup generators would likely be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with the backup generators were included to be conservative. Emissions from two emergency backup generator for each self-storage building (A1 and A2) were calculated in CalEEMod; refer to Appendix A. If backup generators are required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize GHG emissions.

Mobile Sources. Project-generated vehicle emissions is based on the *Trip Generation and VMT Technical Memo for the 7528 North Bellaire Avenue Mixed-Use Project*¹³ which concluded that the Project would generate 353 daily trips (i.e., 284 trips for self-storage, 61 trips for residential, and 8 trips for the office). Warehouse truck mix percentages are based on the SCAQMD Truck Trip Generation Study applied to ITE truck percentages. Mobile source emissions rates in CalEEMod utilize EMFAC2021 emissions rates. It is noted that EMFAC2021 emissions rates include CARB SAFE Rule adjustment factors.

13 Kimley-Horn and Associates, Inc., Trip Generation and VMT Technical Memo for the 7528 North Bellaire Avenue Mixed-Use Project, June 2024

5.0 POTENTIAL IMPACTS AND MITIGATION

5.1 Greenhouse Gas Emissions

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

Construction Greenhouse Gas Emissions

The Project would generate direct short-term construction emissions of CO₂, N₂O, and CH₄ from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The Project's total construction-related GHG emissions are shown in [Table 4: Construction Related Greenhouse Gas Emissions](#).

Table 4: Construction-Related Greenhouse Gas Emissions	
Category	MTCO₂e
Construction Year 1 (2026)	523.05
Construction Year 2 (2027)	77.57
Total Construction Emissions	601.62
30-Year Amortized Construction Emissions	22.02
Sources: Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.	

As shown, the Project would generate approximately 602 MTCO₂e throughout the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period and then added to the operational emissions.¹⁴ The Project's amortized construction emissions would be approximately 22 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

Operational Greenhouse Gas Emissions

Over its lifetime, the Project would generate long-term operational GHG emissions from direct sources such as Project generated vehicular traffic, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with the Project's solid waste, and any fugitive refrigerants from air conditioning or refrigerators.

[Table 5: Project Greenhouse Gas Emissions](#) summarizes the Project's GHG emissions and indicates the Project's unmitigated construction and operational emissions would total approximately 1,080 MTCO₂e annually and would not exceed the SCAQMD 3,000 MTCO₂e per year threshold. The majority of the GHG emissions would be associated with energy source emissions (approximately 50 percent) and non-construction related mobile sources (approximately 40 percent). Emissions of motor vehicles are controlled by State and Federal standards, and neither the Project Applicant nor the City have control over these standards. Project construction and operations would not exceed

¹⁴ The amortization period is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

the 3,000 MTCO₂e per year threshold, therefore, the Project would have a less than significant impact concerning GHG emissions.

Table 5: Project Greenhouse Gas Emissions	
Emissions Source	MTCO₂e
Construction Amortized Over 30 Years	22.02
Area Source	4.64
Energy	539.25
Mobile	412.64
Waste	23.91
Water	61.81
Refrigeration	0.02
Emergency Backup Generator	15.28
Total	1,079.57
<i>Project Threshold</i>	<i>3,000</i>
Exceeds Threshold?	No
Sources: Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.	

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

5.2 Greenhouse Gas Reduction Plan Compliance

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

2024 and 2020 Connect SoCal Consistency

Development-related mobile sources are the most potent source of GHG emissions, and therefore Project comparison to Connect SoCal 2024 and 2020 is an appropriate indicator of whether the Project would inhibit the State's post-2020 GHG reduction goals.¹⁵

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The Connect SoCal 2024 and 2020 goals were used to determine consistency with the previously stated planning efforts. The Project's consistency with Connect SoCal 2024 and 2020 goals is analyzed in [Table 6: Connect SoCal 2024 and 2020 Consistency](#). As indicated in [Table 6](#), the Project would not conflict with the Connect SoCal 2024 and 2020 goals adopted for the purpose of reducing GHG emissions. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's GHG emissions reduction target of 19 percent by 2035.

Table 6: Connect SoCal 2024 and 2020 Consistency	
SCAG Goals	Compliance
Connect SoCal 2024¹	

¹⁵ Connect SoCal 2024 was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on May 10, 2024; however, it is still pending approval from CARB. Therefore, this analysis evaluates Project consistency with Connect SoCal 2024 and Connect SoCal 2020.

Table 6: Connect SoCal 2024 and 2020 Consistency	
SCAG Goals	Compliance
<i>Mobility: Build and maintain an integrated multimodal transportation network.</i>	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions	N/A. This policy is not project-specific; therefore, is not applicable.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities	N/A. This policy is not project-specific; therefore, is not applicable.
Support planning for people of all ages, abilities, and backgrounds	N/A. This policy is not project-specific; therefore, is not applicable.
<i>Communities : Develop, connect, and sustain communities that are livable and thriving</i>	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances	Consistent. The Project is in an urban area near existing employment centers and community services. Locating the Project in this area would reduce trip lengths, which would reduce air pollutants and GHG emissions. The Project is also within a short walking distance (0.1 mile) to local bus routes and is surrounded by connected sidewalks to allow for multimodal transportation.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households	Consistent. The Project proposes a housing development that would provide the community with more housing options.
<i>Environment: Create a healthy region for the people of today and tomorrow</i>	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change	Consistent. The estimated Project GHG emissions do not exceed the SCAQMD's regional or localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's localized significance thresholds (LSTs) would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts. ³ Further, the Project's emissions are below the SCAQMD's 3,000 MTCO ₂ e screening threshold and would not contribute to a GHG/climate change impact.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water	Consistent. While the Project is not a transportation improvement project, the Project's location within a developed area would reduce trip lengths, which would reduce GHG and air pollutant emissions. Additionally, the reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques such as compliance with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).

Table 6: Connect SoCal 2024 and 2020 Consistency	
SCAG Goals	Compliance
Conserve the region's resources	Consistent. The Project is an infill development. The Project is not located on land that is designated for agricultural uses, natural resources, or conservation. Therefore, the Project would not result in a loss of the region's resources.
<i>Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region</i>	
Improve access to jobs and educational resources	Consistent. The Project is in an urban area near existing employment centers and community services. Locating the Project within this area would improve access to jobs and educational resources.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	N/A. This policy is not project-specific; therefore, is not applicable.. The Project is a personal storage facility and residential development that does not include logistics or goods movement.
Connect SoCal 2020²	
Goal 1: Encourage regional economic prosperity and global competitiveness.	N/A. This policy is not project-specific; therefore, is not applicable. However, the Project is an urban infill development. Redevelopment of the site would contribute to regional economic prosperity.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	N/A. This policy is not project-specific; therefore, is not applicable. However, the Project is near the existing transit route SR-170. The Project is also located within a short walking distance (0.1 mile) to local bus routes and is surrounded by connected sidewalks to allow for multimodal transportation.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	N/A. This is not a project-specific policy; therefore, is not applicable.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	N/A. This is not a project-specific policy; therefore, is not applicable.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	Consistent. The Project site is in an urban area near existing transit routes and freeways. The Project's location within an urbanized area would reduce trip lengths, which would reduce GHG and air pollutant emissions. Further, the reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. The proposed Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).

Table 6: Connect SoCal 2024 and 2020 Consistency	
SCAG Goals	Compliance
Goal 6: Support healthy and equitable communities	Consistent. The Project does not exceed State and LSTs. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts. ⁴ The Project would not conflict with the surrounding community's ability to access healthy food or parks.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A. This is not a project-specific policy; therefore, is not applicable.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A. This is not a project-specific policy; therefore, is not applicable.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The Project involves development of residential housing units that will provide the community with more housing options. The Project is located within a short walking distance (0.1-mile) to local bus routes and is surrounded by connected sidewalks to allow for multimodal transportation.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	N/A. This Project is located within an urban area and is not located on agricultural lands or within natural habitat.
Sources: 1. Southern California Association of Governments, <i>Connect SoCal 2024</i> , 2024. 2. Southern California Association of Governments, <i>Connect SoCal 2020</i> , 2020. 3. Kimley-Horn and Associates, Inc.(2024). Phase 1 Historic Resource Assessment Report for 7528 N. Bellaire Avenue, Los Angeles, Los Angeles County, California. 4. See Appendix 4.3-1: Air Quality Assessment, 7528 North Bellaire Avenue Mixed-Use Project	

2022 CARB Scoping Plan Consistency

As previously noted, the 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions to 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the State's largest GHG contributors. The 2022 Scoping Plan intends to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero-emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-emission electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon

pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in [Table 5](#), approximately 93 percent of the Project's GHG emissions are from energy and mobile sources, which would be further reduced by the 2022 Scoping Plan measures described above. It is noted that the City has no control over vehicle emissions. However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State's plans and policies, as described above in Section 3.0: Regulatory Setting, would contribute to a reduction in the Project's mobile source emissions.

The Project would not obstruct or interfere the State's progress towards carbon neutrality under the 2022 Scoping Plan. The Project would also not convert any Natural and Working Lands (NWL) and/or decrease the State's urban forest carbon stock, which are areas of emphasis in the 2022 Scoping Plan.

Building decarbonization and transitioning to non-combustion energy sources (i.e., natural gas) for new residential and non-residential buildings are also a primary focus in the 2022 Scoping Plan. As previously mentioned, the Project would be designed as all-electric and would not include natural gas conveyance to the site. The Project is in furtherance of building decarbonization and 2022 Scoping Plan goals. Therefore, the Project would not conflict with the 2022 Scoping Plan.

City of Los Angeles Green New Deal

The Green New Deal sets renewable energy procurement, water recycling and stormwater capture, building energy efficiency, and green job targets among other goals. While the Green New Deal does not make quantitative goals for individual projects, it outlines the overall sustainability goals for the City overtime. The Project would comply with all applicable City regulations regarding energy and water efficiency, and therefore would not conflict with the Green New Deal goals.

Los Angeles Green Building Code

The Project would be subject to compliance with the LAGBC, which includes energy and water saving measures that reduce GHG emissions to below Title 24 requirements and promotes sustainable building practices by creating a series of requirements and incentives for developers to meet these standards. The key mandatory measures for non-residential and high-rise residential buildings related to GHG emissions reduction in the LAGBC include requirements for short- and long-term bicycle parking, parking areas for low-emitting/fuel efficient and electric vehicles, energy efficient appliances, and infrastructure for future electrical solar systems. The Project would be required to comply with all applicable LAGBC standards, and therefore, would further reduce operational GHG emissions.

The Project would comply with all applicable regulations determined by the City and therefore would not conflict with any applicable plan. The Project's short-term construction and long-term operational GHG emissions would not exceed SCAQMD's 3,000 MTCO₂e per year threshold.

Additionally, the Project would be consistent with applicable regulations and goals. Therefore, the Project would have a less than significant impact.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

5.3 Cumulative Setting, Impacts, and Mitigation Measures

Cumulative Setting

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

Cumulative Impacts

It is generally the case that an individual project of the Project's size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, Project GHG emissions would not exceed the SCAQMD's 3,000 MTCO₂e per year threshold. Therefore, the Project would result in a less than significant cumulative GHG impact.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

6.0 REFERENCES

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2. California Air Resources Board, *California's 2022 Climate Change Scoping Plan*, December 2022.
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15. U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018.
16. U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.

Appendix A

Greenhouse Gas Emissions Data

7528 N Bellaire Avenue, North Hollywood Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

2.6. Operations Emissions by Sector, Mitigated

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

3.2. Demolition (2026) - Mitigated

3.3. Site Preparation (2026) - Unmitigated

3.4. Site Preparation (2026) - Mitigated

3.5. Grading (2026) - Unmitigated

3.6. Grading (2026) - Mitigated

3.7. Building Construction (2026) - Unmitigated

3.8. Building Construction (2026) - Mitigated

3.9. Building Construction (2027) - Unmitigated

3.10. Building Construction (2027) - Mitigated

3.11. Paving (2027) - Unmitigated

3.12. Paving (2027) - Mitigated

3.13. Architectural Coating (2027) - Unmitigated

3.14. Architectural Coating (2027) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

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	7528 N Bellaire Avenue, North Hollywood
Construction Start Date	1/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	20.6
Location	34.20792987632812, -118.40867073871914
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3886
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.24

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
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Unrefrigerated Warehouse-No Rail	73.6	1000sqft	1.69	219,532	14,285	0.00	—	—
General Office Building	0.70	1000sqft	0.02	700	0.00	0.00	—	—
Apartments Low Rise	9.00	Dwelling Unit	0.15	13,400	8,000	0.00	27.0	—
Parking Lot	67.4	1000sqft	1.55	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	47.9	47.8	15.5	20.0	0.03	0.65	3.06	3.71	0.60	1.41	2.01	—	4,893	4,893	0.20	0.23	7.66	4,974
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.81	3.21	29.2	29.8	0.05	1.24	3.06	3.71	1.14	1.41	2.01	—	5,523	5,523	0.23	0.23	0.20	5,544
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.13	6.09	11.0	14.3	0.02	0.43	1.26	1.69	0.39	0.45	0.84	—	3,123	3,123	0.13	0.11	1.35	3,159

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.12	1.11	2.01	2.62	< 0.005	0.08	0.23	0.31	0.07	0.08	0.15	—	517	517	0.02	0.02	0.22	523

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.05	1.71	15.5	20.0	0.03	0.65	3.06	3.71	0.60	1.41	2.01	—	4,893	4,893	0.20	0.23	7.66	4,974
2027	47.9	47.8	6.15	10.0	0.01	0.24	0.26	0.50	0.22	0.06	0.28	—	1,616	1,616	0.07	0.02	0.83	1,625
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.81	3.21	29.2	29.8	0.05	1.24	3.06	3.71	1.14	1.41	2.01	—	5,523	5,523	0.23	0.23	0.20	5,544
2027	1.70	1.41	11.1	18.6	0.03	0.34	1.61	1.95	0.32	0.39	0.71	—	4,777	4,777	0.16	0.22	0.18	4,848
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.54	1.28	11.0	14.3	0.02	0.43	1.26	1.69	0.39	0.45	0.84	—	3,123	3,123	0.13	0.11	1.35	3,159
2027	6.13	6.09	1.62	2.70	< 0.005	0.06	0.11	0.17	0.06	0.03	0.08	—	465	465	0.02	0.01	0.16	469
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.28	0.23	2.01	2.62	< 0.005	0.08	0.23	0.31	0.07	0.08	0.15	—	517	517	0.02	0.02	0.22	523
2027	1.12	1.11	0.30	0.49	< 0.005	0.01	0.02	0.03	0.01	< 0.005	0.01	—	77.0	77.0	< 0.005	< 0.005	0.03	77.6

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.05	1.71	15.5	20.0	0.03	0.65	3.06	3.71	0.60	1.41	2.01	—	4,893	4,893	0.20	0.23	7.66	4,974
2027	47.9	47.8	6.15	10.0	0.01	0.24	0.26	0.50	0.22	0.06	0.28	—	1,616	1,616	0.07	0.02	0.83	1,625
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.81	3.21	29.2	29.8	0.05	1.24	3.06	3.71	1.14	1.41	2.01	—	5,523	5,523	0.23	0.23	0.20	5,544
2027	1.70	1.41	11.1	18.6	0.03	0.34	1.61	1.95	0.32	0.39	0.71	—	4,777	4,777	0.16	0.22	0.18	4,848
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.54	1.28	11.0	14.3	0.02	0.43	1.26	1.69	0.39	0.45	0.84	—	3,123	3,123	0.13	0.11	1.35	3,159
2027	6.13	6.09	1.62	2.70	< 0.005	0.06	0.11	0.17	0.06	0.03	0.08	—	465	465	0.02	0.01	0.16	469
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.28	0.23	2.01	2.62	< 0.005	0.08	0.23	0.31	0.07	0.08	0.15	—	517	517	0.02	0.02	0.22	523
2027	1.12	1.11	0.30	0.49	< 0.005	0.01	0.02	0.03	0.01	< 0.005	0.01	—	77.0	77.0	< 0.005	< 0.005	0.03	77.6

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.1	9.71	5.58	24.3	0.04	0.30	2.33	2.63	0.29	0.59	0.89	74.8	6,761	6,836	7.98	0.21	7.86	7,106
Mit.	10.1	9.70	5.54	24.3	0.04	0.30	2.33	2.62	0.29	0.59	0.88	74.8	6,717	6,792	7.97	0.21	7.86	7,062
% Reduced	< 0.5%	< 0.5%	1%	< 0.5%	—	1%	—	< 0.5%	1%	—	< 0.5%	—	1%	1%	< 0.5%	—	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	8.38	8.07	5.57	13.4	0.04	0.28	2.33	2.61	0.28	0.59	0.87	74.8	6,615	6,690	7.98	0.21	0.30	6,954
Mit.	8.37	8.07	5.54	13.4	0.04	0.28	2.33	2.61	0.28	0.59	0.87	74.8	6,571	6,646	7.97	0.21	0.30	6,910
% Reduced	< 0.5%	< 0.5%	1%	< 0.5%	—	1%	—	< 0.5%	1%	—	< 0.5%	—	1%	1%	< 0.5%	—	—	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.32	8.04	2.48	17.6	0.03	0.13	2.30	2.42	0.12	0.58	0.71	74.8	6,092	6,167	7.96	0.21	3.45	6,432
Mit.	8.32	8.04	2.44	17.6	0.03	0.12	2.30	2.42	0.12	0.58	0.70	74.8	6,048	6,123	7.95	0.21	3.45	6,388
% Reduced	< 0.5%	< 0.5%	1%	< 0.5%	—	2%	—	< 0.5%	2%	—	< 0.5%	—	1%	1%	< 0.5%	—	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.52	1.47	0.45	3.22	0.01	0.02	0.42	0.44	0.02	0.11	0.13	12.4	1,009	1,021	1.32	0.03	0.57	1,065
Mit.	1.52	1.47	0.45	3.22	0.01	0.02	0.42	0.44	0.02	0.11	0.13	12.4	1,001	1,014	1.32	0.03	0.57	1,058
% Reduced	< 0.5%	< 0.5%	1%	< 0.5%	1%	2%	—	< 0.5%	2%	—	< 0.5%	—	1%	1%	< 0.5%	< 0.5%	—	1%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.25	1.13	0.85	10.1	0.02	0.02	2.33	2.34	0.01	0.59	0.61	—	2,533	2,533	0.12	0.10	7.77	2,572
Area	7.34	7.21	0.09	10.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	40.8	40.8	< 0.005	< 0.005	—	40.9
Energy	0.11	0.05	0.97	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	3,288	3,288	0.25	0.02	—	3,301
Water	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373
Waste	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10

Stationar	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Total	10.1	9.71	5.58	24.3	0.04	0.30	2.33	2.63	0.29	0.59	0.89	74.8	6,761	6,836	7.98	0.21	7.86	7,106
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.24	1.12	0.93	9.23	0.02	0.02	2.33	2.34	0.01	0.59	0.61	—	2,427	2,427	0.12	0.10	0.20	2,461
Area	5.59	5.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.11	0.05	0.97	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	3,288	3,288	0.25	0.02	—	3,301
Water	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373
Waste	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Stationar y	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Total	8.38	8.07	5.57	13.4	0.04	0.28	2.33	2.61	0.28	0.59	0.87	74.8	6,615	6,690	7.98	0.21	0.30	6,954
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.23	1.11	0.94	9.48	0.02	0.02	2.30	2.31	0.01	0.58	0.60	—	2,456	2,456	0.12	0.10	3.35	2,492
Area	6.79	6.70	0.06	6.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.9	27.9	< 0.005	< 0.005	—	28.0
Energy	0.11	0.05	0.97	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	3,288	3,288	0.25	0.02	—	3,301
Water	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373
Waste	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Stationar y	0.20	0.18	0.50	0.46	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	0.00	92.0	92.0	< 0.005	< 0.005	0.00	92.3
Total	8.32	8.04	2.48	17.6	0.03	0.13	2.30	2.42	0.12	0.58	0.71	74.8	6,092	6,167	7.96	0.21	3.45	6,432
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.22	0.20	0.17	1.73	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	407	407	0.02	0.02	0.56	413
Area	1.24	1.22	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.62	4.62	< 0.005	< 0.005	—	4.64
Energy	0.02	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	544	544	0.04	< 0.005	—	547

Water	—	—	—	—	—	—	—	—	—	—	—	5.55	37.8	43.4	0.57	0.01	—	61.8
Waste	—	—	—	—	—	—	—	—	—	—	—	6.84	0.00	6.84	0.68	0.00	—	23.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Stationary	0.04	0.03	0.09	0.08	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	15.2	15.2	< 0.005	< 0.005	0.00	15.3
Total	1.52	1.47	0.45	3.22	0.01	0.02	0.42	0.44	0.02	0.11	0.13	12.4	1,009	1,021	1.32	0.03	0.57	1,065

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.25	1.13	0.85	10.1	0.02	0.02	2.33	2.34	0.01	0.59	0.61	—	2,533	2,533	0.12	0.10	7.77	2,572
Area	7.34	7.21	0.09	10.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	40.8	40.8	< 0.005	< 0.005	—	40.9
Energy	0.10	0.05	0.94	0.79	0.01	0.07	—	0.07	0.07	—	0.07	—	3,244	3,244	0.25	0.02	—	3,257
Water	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373
Waste	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Stationary	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Total	10.1	9.70	5.54	24.3	0.04	0.30	2.33	2.62	0.29	0.59	0.88	74.8	6,717	6,792	7.97	0.21	7.86	7,062
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.24	1.12	0.93	9.23	0.02	0.02	2.33	2.34	0.01	0.59	0.61	—	2,427	2,427	0.12	0.10	0.20	2,461
Area	5.59	5.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.10	0.05	0.94	0.79	0.01	0.07	—	0.07	0.07	—	0.07	—	3,244	3,244	0.25	0.02	—	3,257
Water	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373

Waste	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Stationar y	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Total	8.37	8.07	5.54	13.4	0.04	0.28	2.33	2.61	0.28	0.59	0.87	74.8	6,571	6,646	7.97	0.21	0.30	6,910
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.23	1.11	0.94	9.48	0.02	0.02	2.30	2.31	0.01	0.58	0.60	—	2,456	2,456	0.12	0.10	3.35	2,492
Area	6.79	6.70	0.06	6.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.9	27.9	< 0.005	< 0.005	—	28.0
Energy	0.10	0.05	0.94	0.79	0.01	0.07	—	0.07	0.07	—	0.07	—	3,244	3,244	0.25	0.02	—	3,257
Water	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373
Waste	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Stationar y	0.20	0.18	0.50	0.46	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	0.00	92.0	92.0	< 0.005	< 0.005	0.00	92.3
Total	8.32	8.04	2.44	17.6	0.03	0.12	2.30	2.42	0.12	0.58	0.70	74.8	6,048	6,123	7.95	0.21	3.45	6,388
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.22	0.20	0.17	1.73	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	407	407	0.02	0.02	0.56	413
Area	1.24	1.22	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.62	4.62	< 0.005	< 0.005	—	4.64
Energy	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	537	537	0.04	< 0.005	—	539
Water	—	—	—	—	—	—	—	—	—	—	—	5.55	37.8	43.4	0.57	0.01	—	61.8
Waste	—	—	—	—	—	—	—	—	—	—	—	6.84	0.00	6.84	0.68	0.00	—	23.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Stationar y	0.04	0.03	0.09	0.08	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	15.2	15.2	< 0.005	< 0.005	0.00	15.3
Total	1.52	1.47	0.45	3.22	0.01	0.02	0.42	0.44	0.02	0.11	0.13	12.4	1,001	1,014	1.32	0.03	0.57	1,058

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.72	2.29	20.7	19.0	0.03	0.84	—	0.84	0.78	—	0.78	—	3,427	3,427	0.14	0.03	—	3,438
Demolition	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.13	1.04	< 0.005	0.05	—	0.05	0.04	—	0.04	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	71.5	71.5	< 0.005	0.01	< 0.005	75.0
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	0.02	10.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.91	3.91	< 0.005	< 0.005	< 0.005	4.11
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.77	1.77	< 0.005	< 0.005	< 0.005	1.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.65	0.65	< 0.005	< 0.005	< 0.005	0.68

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.72	2.29	20.7	19.0	0.03	0.84	—	0.84	0.78	—	0.78	—	3,427	3,427	0.14	0.03	—	3,438

Demolition	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.13	1.04	< 0.005	0.05	—	0.05	0.04	—	0.04	—	188	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	71.5	71.5	< 0.005	0.01	< 0.005	75.0
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	0.02	10.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.91	3.91	< 0.005	< 0.005	< 0.005	4.11
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.77	1.77	< 0.005	< 0.005	< 0.005	1.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.65	0.65	< 0.005	< 0.005	< 0.005	0.68

3.3. Site Preparation (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.40	2.37	< 0.005	0.10	—	0.10	0.09	—	0.09	—	435	435	0.02	< 0.005	—	437
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.44	0.43	< 0.005	0.02	—	0.02	0.02	—	0.02	—	72.1	72.1	< 0.005	< 0.005	—	72.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.96	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	225	225	0.01	0.01	0.02	228
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.7	18.7	< 0.005	< 0.005	0.03	19.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.10	3.10	< 0.005	< 0.005	< 0.005	3.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2026) - Mitigated

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

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

Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.40	2.37	< 0.005	0.10	—	0.10	0.09	—	0.09	—	435	435	0.02	< 0.005	—	437
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.44	0.43	< 0.005	0.02	—	0.02	0.02	—	0.02	—	72.1	72.1	< 0.005	< 0.005	—	72.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.96	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	225	225	0.01	0.01	0.02	228
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.7	18.7	< 0.005	< 0.005	0.03	19.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.10	3.10	< 0.005	< 0.005	< 0.005	3.15

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.28	3.82	0.01	0.14	—	0.14	0.13	—	0.13	—	649	649	0.03	0.01	—	651

Dust From Material Movement	—	—	—	—	—	—	0.61	0.61	—	0.29	0.29	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.60	0.70	< 0.005	0.03	—	0.03	0.02	—	0.02	—	107	107	< 0.005	< 0.005	—	108
Dust From Material Movement	—	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.97	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.69	206
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.43	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	358	358	0.02	0.06	0.80	376
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.45	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	358	358	0.02	0.06	0.02	376
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	42.9	42.9	< 0.005	< 0.005	0.07	43.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	78.5	78.5	< 0.005	0.01	0.08	82.4

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.09	7.09	< 0.005	< 0.005	0.01	7.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.0	13.0	< 0.005	< 0.005	0.01	13.6

3.6. Grading (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.43	0.36	3.28	3.82	0.01	0.14	—	0.14	0.13	—	0.13	—	649	649	0.03	0.01	—	651
Dust From Material Movement	—	—	—	—	—	—	0.61	0.61	—	0.29	0.29	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.60	0.70	< 0.005	0.03	—	0.03	0.02	—	0.02	—	107	107	< 0.005	< 0.005	—	108
Dust From Material Movement	—	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.97	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.69	206
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.43	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	358	358	0.02	0.06	0.80	376
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.45	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	358	358	0.02	0.06	0.02	376
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	42.9	42.9	< 0.005	< 0.005	0.07	43.4

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	78.5	78.5	< 0.005	0.01	0.08	82.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.09	7.09	< 0.005	< 0.005	0.01	7.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.0	13.0	< 0.005	< 0.005	0.01	13.6

3.7. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.38	3.45	4.54	0.01	0.13	—	0.13	0.12	—	0.12	—	840	840	0.03	0.01	—	843
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.63	0.83	< 0.005	0.02	—	0.02	0.02	—	0.02	—	139	139	0.01	< 0.005	—	140
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.38	6.39	0.00	0.00	1.29	1.29	0.00	0.30	0.30	—	1,340	1,340	0.06	0.05	4.53	1,360
Vendor	0.08	0.03	1.27	0.62	0.01	0.02	0.32	0.33	0.01	0.09	0.10	—	1,155	1,155	0.05	0.16	3.12	1,209
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.43	5.45	0.00	0.00	1.29	1.29	0.00	0.30	0.30	—	1,270	1,270	0.06	0.05	0.12	1,286
Vendor	0.08	0.03	1.33	0.63	0.01	0.02	0.32	0.33	0.01	0.09	0.10	—	1,156	1,156	0.05	0.16	0.08	1,206
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.16	2.00	0.00	0.00	0.45	0.45	0.00	0.10	0.10	—	452	452	0.02	0.02	0.69	458
Vendor	0.03	0.01	0.47	0.22	< 0.005	0.01	0.11	0.12	< 0.005	0.03	0.03	—	405	405	0.02	0.06	0.47	423
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	74.8	74.8	< 0.005	< 0.005	0.11	75.8
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.0	67.0	< 0.005	0.01	0.08	70.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.38	3.45	4.54	0.01	0.13	—	0.13	0.12	—	0.12	—	840	840	0.03	0.01	—	843
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.63	0.83	< 0.005	0.02	—	0.02	0.02	—	0.02	—	139	139	0.01	< 0.005	—	140
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.38	6.39	0.00	0.00	1.29	1.29	0.00	0.30	0.30	—	1,340	1,340	0.06	0.05	4.53	1,360
Vendor	0.08	0.03	1.27	0.62	0.01	0.02	0.32	0.33	0.01	0.09	0.10	—	1,155	1,155	0.05	0.16	3.12	1,209

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.36	0.43	5.45	0.00	0.00	1.29	1.29	0.00	0.30	0.30	—	1,270	1,270	0.06	0.05	0.12	1,286
Vendor	0.08	0.03	1.33	0.63	0.01	0.02	0.32	0.33	0.01	0.09	0.10	—	1,156	1,156	0.05	0.16	0.08	1,206
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.16	2.00	0.00	0.00	0.45	0.45	0.00	0.10	0.10	—	452	452	0.02	0.02	0.69	458
Vendor	0.03	0.01	0.47	0.22	< 0.005	0.01	0.11	0.12	< 0.005	0.03	0.03	—	405	405	0.02	0.06	0.47	423
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	74.8	74.8	< 0.005	< 0.005	0.11	75.8
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.0	67.0	< 0.005	0.01	0.08	70.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.8	32.8	< 0.005	< 0.005	—	32.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.44	5.44	< 0.005	< 0.005	—	5.46
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39	0.34	0.43	5.03	0.00	0.00	1.29	1.29	0.00	0.30	0.30	—	1,246	1,246	0.02	0.05	0.11	1,261
Vendor	0.07	0.03	1.27	0.59	0.01	0.01	0.32	0.33	0.01	0.09	0.10	—	1,134	1,134	0.05	0.16	0.08	1,182
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.02	17.5
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.02	16.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.87	2.87	< 0.005	< 0.005	< 0.005	2.90
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.57	2.57	< 0.005	< 0.005	< 0.005	2.68
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.8	32.8	< 0.005	< 0.005	—	32.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.44	5.44	< 0.005	< 0.005	—	5.46
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.39	0.34	0.43	5.03	0.00	0.00	1.29	1.29	0.00	0.30	0.30	—	1,246	1,246	0.02	0.05	0.11	1,261
Vendor	0.07	0.03	1.27	0.59	0.01	0.01	0.32	0.33	0.01	0.09	0.10	—	1,134	1,134	0.05	0.16	0.08	1,182
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.02	17.5
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.02	16.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.87	2.87	< 0.005	< 0.005	< 0.005	2.90
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.57	2.57	< 0.005	< 0.005	< 0.005	2.68
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	0.66	6.09	8.83	0.01	0.24	—	0.24	0.22	—	0.22	—	1,350	1,350	0.05	0.01	—	1,355
Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	0.66	6.09	8.83	0.01	0.24	—	0.24	0.22	—	0.22	—	1,350	1,350	0.05	0.01	—	1,355

Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.15	1.33	1.93	< 0.005	0.05	—	0.05	0.05	—	0.05	—	296	296	0.01	< 0.005	—	297
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.0	49.0	< 0.005	< 0.005	—	49.2
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.20	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	266	266	0.01	0.01	0.83	270
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.02	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	252	252	< 0.005	0.01	0.02	255
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	56.0	56.0	< 0.005	< 0.005	0.08	56.8

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.28	9.28	< 0.005	< 0.005	0.01	9.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	0.66	6.09	8.83	0.01	0.24	—	0.24	0.22	—	0.22	—	1,350	1,350	0.05	0.01	—	1,355
Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	0.66	6.09	8.83	0.01	0.24	—	0.24	0.22	—	0.22	—	1,350	1,350	0.05	0.01	—	1,355
Paving	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.15	1.33	1.93	< 0.005	0.05	—	0.05	0.05	—	0.05	—	296	296	0.01	< 0.005	—	297

Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.0	49.0	< 0.005	< 0.005	—	49.2
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.20	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	266	266	0.01	0.01	0.83	270
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.02	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	252	252	< 0.005	0.01	0.02	255
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	56.0	56.0	< 0.005	< 0.005	0.08	56.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.28	9.28	< 0.005	< 0.005	0.01	9.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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3.13. 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	47.7	47.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.5
Architect ural Coatings	5.88	5.88	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.73	2.73	< 0.005	< 0.005	—	2.73

Architect ural Coatings	1.07	1.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.19	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	263	263	0.01	0.01	0.82	267
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31.2	31.2	< 0.005	< 0.005	0.04	31.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.16	5.16	< 0.005	< 0.005	0.01	5.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2027) - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	47.7	47.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.5
Architect ural Coatings	5.88	5.88	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.73	2.73	< 0.005	< 0.005	—	2.73
Architect ural Coatings	1.07	1.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.19	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	263	263	0.01	0.01	0.82	267

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31.2	31.2	< 0.005	< 0.005	0.04	31.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.16	5.16	< 0.005	< 0.005	0.01	5.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	1.01	0.91	0.70	8.28	0.02	0.01	1.92	1.94	0.01	0.49	0.50	—	2,093	2,093	0.09	0.08	6.42	2,126

General Office Building	0.03	0.03	0.02	0.23	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	59.0	59.0	< 0.005	< 0.005	0.18	59.9
Apartments Low Rise	0.21	0.19	0.13	1.55	< 0.005	< 0.005	0.35	0.35	< 0.005	0.09	0.09	—	380	380	0.02	0.02	1.16	387
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.25	1.13	0.85	10.1	0.02	0.02	2.33	2.34	0.01	0.59	0.61	—	2,533	2,533	0.12	0.10	7.77	2,572
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	1.00	0.90	0.77	7.58	0.02	0.01	1.92	1.94	0.01	0.49	0.50	—	2,006	2,006	0.10	0.08	0.17	2,034
General Office Building	0.03	0.03	0.02	0.21	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	56.5	56.5	< 0.005	< 0.005	< 0.005	57.3
Apartments Low Rise	0.21	0.19	0.15	1.43	< 0.005	< 0.005	0.35	0.35	< 0.005	0.09	0.09	—	365	365	0.02	0.02	0.03	370
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.24	1.12	0.93	9.23	0.02	0.02	2.33	2.34	0.01	0.59	0.61	—	2,427	2,427	0.12	0.10	0.20	2,461
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.18	0.16	0.14	1.42	< 0.005	< 0.005	0.35	0.35	< 0.005	0.09	0.09	—	336	336	0.02	0.01	0.46	341
General Office Building	0.01	< 0.005	< 0.005	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	9.46	9.46	< 0.005	< 0.005	0.01	9.61

Apartme nts	0.04	0.03	0.03	0.27	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	61.1	61.1	< 0.005	< 0.005	0.08	62.0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.22	0.20	0.17	1.73	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	407	407	0.02	0.02	0.56	413

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	1.01	0.91	0.70	8.28	0.02	0.01	1.92	1.94	0.01	0.49	0.50	—	2,093	2,093	0.09	0.08	6.42	2,126
General Office Building	0.03	0.03	0.02	0.23	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	59.0	59.0	< 0.005	< 0.005	0.18	59.9
Apartme nts Low Rise	0.21	0.19	0.13	1.55	< 0.005	< 0.005	0.35	0.35	< 0.005	0.09	0.09	—	380	380	0.02	0.02	1.16	387
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.25	1.13	0.85	10.1	0.02	0.02	2.33	2.34	0.01	0.59	0.61	—	2,533	2,533	0.12	0.10	7.77	2,572
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	1.00	0.90	0.77	7.58	0.02	0.01	1.92	1.94	0.01	0.49	0.50	—	2,006	2,006	0.10	0.08	0.17	2,034

General Office Building	0.03	0.03	0.02	0.21	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	56.5	56.5	< 0.005	< 0.005	< 0.005	57.3
Apartments Low Rise	0.21	0.19	0.15	1.43	< 0.005	< 0.005	0.35	0.35	< 0.005	0.09	0.09	—	365	365	0.02	0.02	0.03	370
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.24	1.12	0.93	9.23	0.02	0.02	2.33	2.34	0.01	0.59	0.61	—	2,427	2,427	0.12	0.10	0.20	2,461
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.18	0.16	0.14	1.42	< 0.005	< 0.005	0.35	0.35	< 0.005	0.09	0.09	—	336	336	0.02	0.01	0.46	341
General Office Building	0.01	< 0.005	< 0.005	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	9.46	9.46	< 0.005	< 0.005	0.01	9.61
Apartments Low Rise	0.04	0.03	0.03	0.27	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	61.1	61.1	< 0.005	< 0.005	0.08	62.0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.22	0.20	0.17	1.73	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	407	407	0.02	0.02	0.56	413

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

Unrefrige Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,930	1,930	0.14	0.02	—	1,939
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	62.2	62.2	< 0.005	< 0.005	—	62.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	112	112	0.01	< 0.005	—	112
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,124	2,124	0.15	0.02	—	2,134
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,930	1,930	0.14	0.02	—	1,939
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	62.2	62.2	< 0.005	< 0.005	—	62.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	112	112	0.01	< 0.005	—	112
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,124	2,124	0.15	0.02	—	2,134
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	319	319	0.02	< 0.005	—	321

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	3.44	3.44	< 0.005	< 0.005	—	3.45
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	10.3	10.3	< 0.005	< 0.005	—	10.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	18.5	18.5	< 0.005	< 0.005	—	18.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	352	352	0.02	< 0.005	—	353

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,930	1,930	0.14	0.02	—	1,939
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	64.3	64.3	< 0.005	< 0.005	—	64.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	112	112	0.01	< 0.005	—	112
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,126	2,126	0.15	0.02	—	2,136
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrige Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,930	1,930	0.14	0.02	—	1,939
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	64.3	64.3	< 0.005	< 0.005	—	64.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	112	112	0.01	< 0.005	—	112
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,126	2,126	0.15	0.02	—	2,136
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	319	319	0.02	< 0.005	—	321
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	3.44	3.44	< 0.005	< 0.005	—	3.45
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	10.6	10.6	< 0.005	< 0.005	—	10.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	18.5	18.5	< 0.005	< 0.005	—	18.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	352	352	0.02	< 0.005	—	354

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig- rated Warehou- se-No Rail	0.10	0.05	0.93	0.78	0.01	0.07	—	0.07	0.07	—	0.07	—	1,113	1,113	0.10	< 0.005	—	1,116
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.55	4.55	< 0.005	< 0.005	—	4.56
Apartme- nts Low Rise	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.9	45.9	< 0.005	< 0.005	—	46.1
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.11	0.05	0.97	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,164	1,164	0.10	< 0.005	—	1,167
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig- rated Warehou- se-No Rail	0.10	0.05	0.93	0.78	0.01	0.07	—	0.07	0.07	—	0.07	—	1,113	1,113	0.10	< 0.005	—	1,116
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.55	4.55	< 0.005	< 0.005	—	4.56
Apartme- nts Low Rise	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.9	45.9	< 0.005	< 0.005	—	46.1
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.11	0.05	0.97	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,164	1,164	0.10	< 0.005	—	1,167
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	184	184	0.02	< 0.005	—	185
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.75	0.75	< 0.005	< 0.005	—	0.75
Apartments Low Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.61	7.61	< 0.005	< 0.005	—	7.63
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	193	193	0.02	< 0.005	—	193

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.10	0.05	0.93	0.78	0.01	0.07	—	0.07	0.07	—	0.07	—	1,113	1,113	0.10	< 0.005	—	1,116
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.55	4.55	< 0.005	< 0.005	—	4.56
Apartments Low Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.10	0.05	0.94	0.79	0.01	0.07	—	0.07	0.07	—	0.07	—	1,118	1,118	0.10	< 0.005	—	1,121

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig- rated Warehou- se-No Rail	0.10	0.05	0.93	0.78	0.01	0.07	—	0.07	0.07	—	0.07	—	1,113	1,113	0.10	< 0.005	—	1,116
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.55	4.55	< 0.005	< 0.005	—	4.56
Apartme- nts Low Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.10	0.05	0.94	0.79	0.01	0.07	—	0.07	0.07	—	0.07	—	1,118	1,118	0.10	< 0.005	—	1,121
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig- rated Warehou- se-No Rail	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	184	184	0.02	< 0.005	—	185
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.75	0.75	< 0.005	< 0.005	—	0.75
Apartme- nts Low Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	185	185	0.02	< 0.005	—	186

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.01	5.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.75	1.62	0.09	10.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	40.8	40.8	< 0.005	< 0.005	—	40.9
Total	7.34	7.21	0.09	10.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	40.8	40.8	< 0.005	< 0.005	—	40.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.01	5.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.59	5.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.91	0.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.22	0.20	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.62	4.62	< 0.005	< 0.005	—	4.64
Total	1.24	1.22	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.62	4.62	< 0.005	< 0.005	—	4.64

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.01	5.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.75	1.62	0.09	10.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	40.8	40.8	< 0.005	< 0.005	—	40.9
Total	7.34	7.21	0.09	10.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	40.8	40.8	< 0.005	< 0.005	—	40.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.01	5.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.59	5.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	0.91	0.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.20	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.62	4.62	< 0.005	< 0.005	—	4.64
Total	1.24	1.22	0.01	1.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.62	4.62	< 0.005	< 0.005	—	4.64

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	32.6	221	254	3.36	0.08	—	362
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.24	1.60	1.84	0.02	< 0.005	—	2.63
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.64	5.70	6.34	0.07	< 0.005	—	8.48
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig- erated Warehou- se-No Rail	—	—	—	—	—	—	—	—	—	—	—	32.6	221	254	3.36	0.08	—	362
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.24	1.60	1.84	0.02	< 0.005	—	2.63
Apartme- nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.64	5.70	6.34	0.07	< 0.005	—	8.48
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig- erated Warehou- se-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.40	36.6	42.0	0.56	0.01	—	60.0
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.04	0.27	0.30	< 0.005	< 0.005	—	0.44
Apartme- nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.11	0.94	1.05	0.01	< 0.005	—	1.40
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5.55	37.8	43.4	0.57	0.01	—	61.8

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	32.6	221	254	3.36	0.08	—	362
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.24	1.60	1.84	0.02	< 0.005	—	2.63
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.64	5.70	6.34	0.07	< 0.005	—	8.48
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	32.6	221	254	3.36	0.08	—	362
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.24	1.60	1.84	0.02	< 0.005	—	2.63
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.64	5.70	6.34	0.07	< 0.005	—	8.48
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.5	229	262	3.45	0.08	—	373

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.40	36.6	42.0	0.56	0.01	—	60.0
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.04	0.27	0.30	< 0.005	< 0.005	—	0.44
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.11	0.94	1.05	0.01	< 0.005	—	1.40
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5.55	37.8	43.4	0.57	0.01	—	61.8

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	37.3	0.00	37.3	3.73	0.00	—	130
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.04	0.00	—	1.23

Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	3.64	0.00	3.64	0.36	0.00	—	12.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	37.3	0.00	37.3	3.73	0.00	—	130
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.04	0.00	—	1.23
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	3.64	0.00	3.64	0.36	0.00	—	12.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.18	0.00	6.18	0.62	0.00	—	21.6
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.06	0.00	0.06	0.01	0.00	—	0.20
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.60	0.00	0.60	0.06	0.00	—	2.11

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.84	0.00	6.84	0.68	0.00	—	23.9

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	37.3	0.00	37.3	3.73	0.00	—	130
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.04	0.00	—	1.23
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	3.64	0.00	3.64	0.36	0.00	—	12.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	37.3	0.00	37.3	3.73	0.00	—	130

General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.35	0.00	0.35	0.04	0.00	—	1.23
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	3.64	0.00	3.64	0.36	0.00	—	12.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	41.3	0.00	41.3	4.13	0.00	—	144
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.18	0.00	6.18	0.62	0.00	—	21.6
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.06	0.00	0.06	0.01	0.00	—	0.20
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	0.60	0.00	0.60	0.06	0.00	—	2.11
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.84	0.00	6.84	0.68	0.00	—	23.9

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

4.6.2. Mitigated

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

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

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.10	0.10
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipme Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergen cy Generato r	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Total	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergen cy Generato r	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Total	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergen cy Generato r	0.04	0.03	0.09	0.08	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	15.2	15.2	< 0.005	< 0.005	0.00	15.3
Total	0.04	0.03	0.09	0.08	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	15.2	15.2	< 0.005	< 0.005	0.00	15.3

4.8.2. Mitigated

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

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

Emergen cy	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Total	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergen cy Generato r	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Total	1.44	1.31	3.67	3.35	0.01	0.19	0.00	0.19	0.19	0.00	0.19	0.00	672	672	0.03	0.01	0.00	674
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergen cy Generato r	0.04	0.03	0.09	0.08	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	15.2	15.2	< 0.005	< 0.005	0.00	15.3
Total	0.04	0.03	0.09	0.08	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	15.2	15.2	< 0.005	< 0.005	0.00	15.3

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)

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—
Site Preparation	Site Preparation	1/30/2026	3/12/2026	5.00	30.0	—
Grading	Grading	3/13/2026	7/2/2026	5.00	80.0	—
Building Construction	Building Construction	7/6/2026	1/7/2027	5.00	134	—
Paving	Paving	1/8/2027	4/29/2027	5.00	80.0	—
Architectural Coating	Architectural Coating	4/30/2027	7/1/2027	5.00	45.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

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

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

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

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	1.05	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—

Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	5.26	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	98.9	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	37.1	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	19.8	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
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Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	1.05	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	5.26	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	98.9	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	37.1	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	19.8	18.5	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	27,135	9,045	330,348	110,116	4,042

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 (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	84.0	—
Grading	0.00	3,368	80.0	0.00	—
Paving	0.00	0.00	0.00	0.00	1.55

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
General Office Building	0.00	0%
Apartments Low Rise	—	0%
Parking Lot	1.55	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	690	0.05	0.01
2027	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	284	284	284	103,660	2,714	2,714	2,714	990,667
General Office Building	8.00	8.00	8.00	2,920	76.5	76.5	76.5	27,906
Apartments Low Rise	61.0	61.0	61.0	22,265	491	491	491	179,289
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
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Unrefrigerated Warehouse-No Rail	284	284	284	103,660	2,714	2,714	2,714	990,667
General Office Building	8.00	8.00	8.00	2,920	76.5	76.5	76.5	27,906
Apartments Low Rise	61.0	61.0	61.0	22,265	491	491	491	179,289
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
27135	9,045	330,348	110,116	4,042

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00

Summer Days	day/yr	250
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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)
Unrefrigerated Warehouse-No Rail	1,020,096	690	0.0489	0.0069	3,473,410
General Office Building	10,978	690	0.0489	0.0069	14,188
Apartments Low Rise	32,864	690	0.0489	0.0069	143,354
Parking Lot	59,018	690	0.0489	0.0069	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	1,020,096	690	0.0489	0.0069	3,473,410
General Office Building	10,978	690	0.0489	0.0069	14,188
Apartments Low Rise	33,974	690	0.0489	0.0069	0.00
Parking Lot	59,018	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	17,026,244	200,341
General Office Building	124,414	0.00

Apartments Low Rise	335,464	137,129
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	17,026,244	200,341
General Office Building	124,414	0.00
Apartments Low Rise	335,464	137,129
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	69.2	—
General Office Building	0.65	—
Apartments Low Rise	6.75	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	69.2	—
General Office Building	0.65	—
Apartments Low Rise	6.75	—
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
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	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
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	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
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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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
Emergency Generator	Diesel	2.00	1.00	50.0	400	0.73

5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	13.6	annual days of extreme heat
Extreme Precipitation	6.30	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about 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	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

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

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

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

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	91.1
AQ-PM	60.8
AQ-DPM	57.0
Drinking Water	83.1
Lead Risk Housing	70.4
Pesticides	21.0
Toxic Releases	63.1
Traffic	86.5
Effect Indicators	—
CleanUp Sites	91.8

Groundwater	82.5
Haz Waste Facilities/Generators	76.8
Impaired Water Bodies	43.8
Solid Waste	37.6
Sensitive Population	—
Asthma	77.8
Cardio-vascular	82.3
Low Birth Weights	54.6
Socioeconomic Factor Indicators	—
Education	59.8
Housing	67.7
Linguistic	71.9
Poverty	38.6
Unemployment	33.6

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	72.95008341
Employed	85.29449506
Median HI	70.85846272
Education	—
Bachelor's or higher	53.18875914
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—

Auto Access	96.70216861
Active commuting	57.25651225
Social	—
2-parent households	66.75221352
Voting	28.32028744
Neighborhood	—
Alcohol availability	58.64237136
Park access	81.35506224
Retail density	59.84858206
Supermarket access	28.08931092
Tree canopy	44.83510843
Housing	—
Homeownership	88.14320544
Housing habitability	27.46054151
Low-inc homeowner severe housing cost burden	32.88848967
Low-inc renter severe housing cost burden	0.10265623
Uncrowded housing	62.77428461
Health Outcomes	—
Insured adults	31.25882202
Arthritis	49.4
Asthma ER Admissions	15.7
High Blood Pressure	54.9
Cancer (excluding skin)	30.9
Asthma	88.8
Coronary Heart Disease	40.3
Chronic Obstructive Pulmonary Disease	65.3
Diagnosed Diabetes	47.0

Life Expectancy at Birth	63.0
Cognitively Disabled	36.6
Physically Disabled	49.3
Heart Attack ER Admissions	5.1
Mental Health Not Good	68.6
Chronic Kidney Disease	55.3
Obesity	68.7
Pedestrian Injuries	19.6
Physical Health Not Good	57.2
Stroke	51.7
Health Risk Behaviors	—
Binge Drinking	57.0
Current Smoker	70.0
No Leisure Time for Physical Activity	58.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	76.4
Elderly	24.3
English Speaking	34.7
Foreign-born	95.1
Outdoor Workers	49.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	45.8
Traffic Density	95.1
Traffic Access	23.0
Other Indices	—

Hardship	27.6
Other Decision Support	—
2016 Voting	12.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	91.0
Healthy Places Index Score for Project Location (b)	70.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Unrefrigerated Warehouse No Rail land use is assumed for the self storage buildings Acreage adjusted for the industrial land use to reflect building footprint instead of building gross square footage. Square footages adjusted to match site plan
Construction: Construction Phases	Construction schedule adjusted to match start date and duration provided by client

Construction: Dust From Material Movement	No cut/fill during site prep phase.
Operations: Vehicle Data	Trip rates per VMT study. Office trips included in warehouse land use.
Operations: Hearths	No Electric or gas fireplaces and no wood stoves.
Operations: Emergency Generators and Fire Pumps	One emergency backup generator added for each self-storage buildings (A1 & A2)