



Appendix 4.3-1

Air Quality Assessment



Air Quality Assessment

7528 North Bellaire Avenue Mixed-Use Project

Prepared for:

Mr. Marc Levun, Real Estate Development Manager
Trojan Storage
1732 Aviation Boulevard
Redondo Beach, CA 90278

Prepared by:

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

July 2024

TABLE OF CONTENTS

1.0	Introduction	1
1.1	Project Location.....	1
1.2	Existing Onsite General Plan Land Use.....	1
1.3	Project Description	1
2.0	Environmental Setting	7
2.1	Climate and Meteorology	7
2.2	Air Pollutants of Concern	8
2.3	Sensitive Receptors	11
3.0	Regulatory Setting	12
3.1	Federal	12
3.2	State of California	12
3.3	Regional	14
3.4	Local	16
4.0	Significance Criteria and Methodology	19
4.1	Air Quality Thresholds	19
4.2	Methodology.....	20
5.0	Potential Impacts and Mitigation	23
5.1	Air Quality Analysis	23
6.0	References	37

Figures

Figure 1: Regional Vicinity Map	4
Figure 2: Local Vicinity Map	5
Figure 3: Preliminary Site Plan	6

Tables

Table 1: Summary of Proposed Project.....	2
Table 2: Air Contaminants and Associated Public Health Concerns	8
Table 3: Ambient Air Quality Data.....	10
Table 4: Sensitive Receptors.....	11
Table 5: State and Federal Ambient Air Quality Standards.....	13
Table 6: South Coast Air Basin Attainment Status	15
Table 7: South Coast Air Quality Management District Emissions Thresholds	19
Table 8: Local Significance Thresholds for Construction/Operations.....	20
Table 9: Project Land Uses and Vehicle Trips.....	Error! Bookmark not defined.
Table 10: Project Consistency with the City of Los Angeles General Plan Air Quality Element	24
Table 11: Construction-Related Emissions.....	26
Table 12: Long-Term Operational Emissions	27
Table 13: Equipment-Specific Grading Rates.....	29
Table 14: Localized Significance of Construction Emissions	29

Table 15: Localized Significance of Operational Emissions 30

Appendices

Appendix A: Air Quality Modeling Data

List of Abbreviated Terms

AC	acre
AQMP	air quality management plan
AB	Assembly Bill
ADT	average daily traffic
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CCAA	California Clean Air Act
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CO	carbon monoxide
Cy	cubic yards
DPM	diesel particulate matter
DU	dwelling unit
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
H ₂ S	hydrogen sulfide
Pb	lead
LST	local significance threshold
µg/m ³	micrograms per cubic meter
mg/m ³	milligrams per cubic meter
NAAQS	National Ambient Air Quality Standards
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
O ₃	ozone
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
Ppm	parts per million
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SRA	source receptor area
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
Sf	square foot
SO ₄₋₂	sulfates
SO ₂	sulfur dioxide
TAC	toxic air contaminant
C ₂ H ₃ Cl	vinyl chloride
VOC	volatile organic compound

1.0 INTRODUCTION

This report documents the results of an Air Quality Assessment completed for the 7528 North Bellaire Avenue Mixed Use Project (“Project”). The purpose of this Air Quality 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 2: 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.

Parking

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:

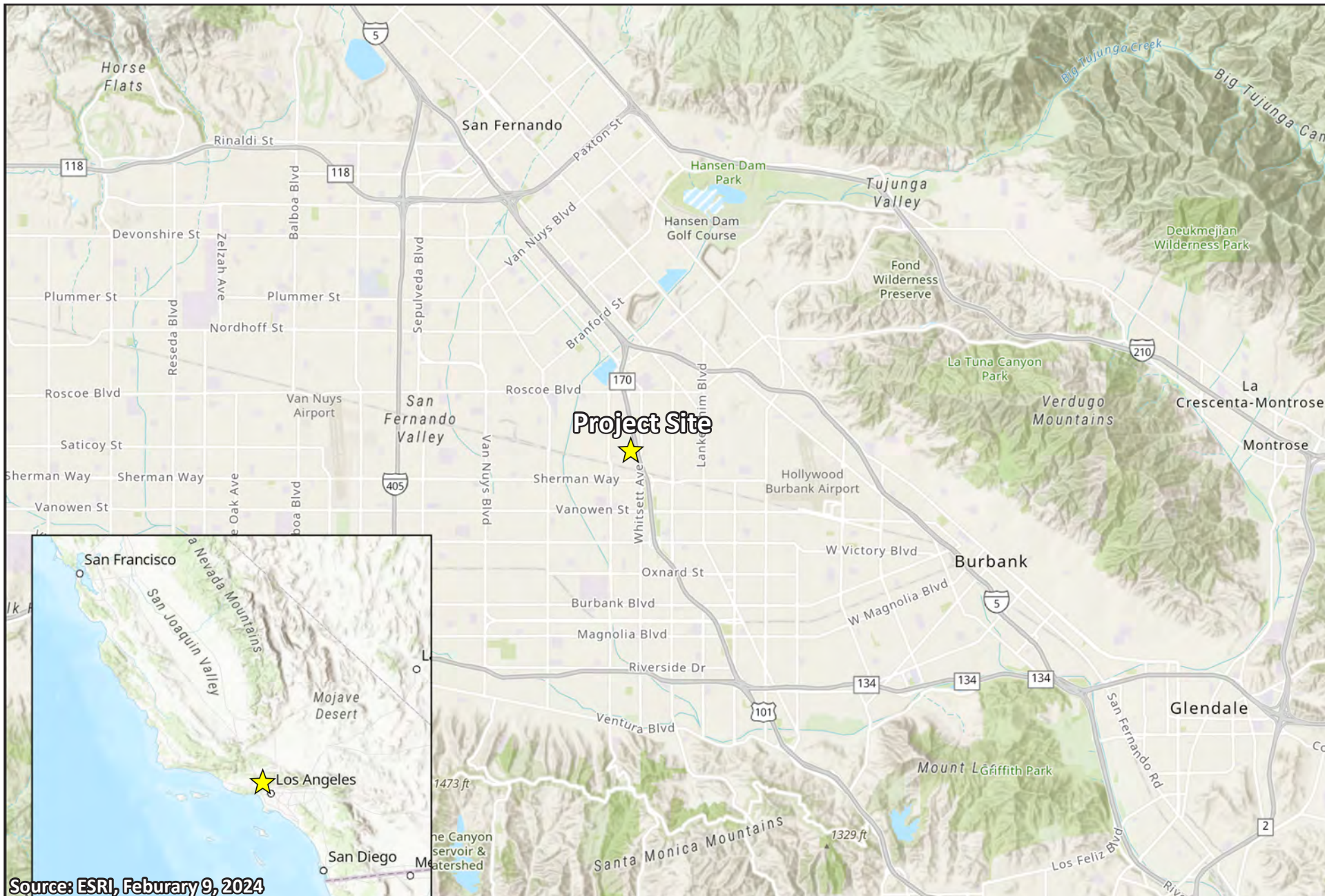
- Demolition: January 1, 2026 to January 29, 2026
- Site Preparation: January 30, 2026 to March 12, 2026

- 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



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

2.0 ENVIRONMENTAL SETTING

2.1 Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project site is located within the South Coast Air Basin (SCAB), a 6,645-square-mile area that includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter. The SCAB's air quality is determined by natural factors such as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

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

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

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

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

The mountain ranges east of the SCAB affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB is similar to air quality in most of coastal Southern California, which experiences heavier concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are marine inversion, which occurs near large bodies of water, and radiation inversion, which occurs when the ground is heated by the sun's radiations during the day and then cools off rapidly during the night. The height of the inversion's base at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to the SCAB's highly degraded air quality in the summer and generally good air quality in the winter.

2.2 Air Pollutants of Concern

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

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in [Table 3: Air Contaminants and Associated Public Health Concerns](#).

Table 3: Air Contaminants and Associated Public Health Concerns		
Pollutant¹	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage, and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas is formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Table 3: Air Contaminants and Associated Public Health Concerns		
Pollutant¹	Major Man-Made Sources	Human Health Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision causes dizziness and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritants; aggravate lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase-out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in the air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
1. Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROG and VOCs. Both ROG and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).		
Source: California Air Resources Board, Common Air Pollutants, https://ww2.arb.ca.gov/resources/common-air-pollutants , accessed November 2023.		

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic, or cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from various common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. California's current list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engine exhaust (i.e., diesel particulate matter (DPM)). DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles (i.e., DPM) and gases produced when an engine burns diesel fuel.

CARB identified DPM as a toxic air contaminant. DPM is a concern because it causes lung cancer given many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. DPM's chemical composition and particle sizes vary by engine type (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the engine's year. Some acute effects of diesel exhaust include eye, nose,

throat, and lung irritation, and diesel exhaust can also cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The South Coast Air Quality Management District (SCAQMD) is the SCAB's air pollution regulatory agency that maintains air quality monitoring stations, which document ambient air quality measurements. The SCAQMD measures historical, existing, and projected levels of ambient air quality at the air monitoring stations.

As previously noted, the air pollutants of concern in the SCAB are O₃, NO₂, PM₁₀, and PM_{2.5}. The air monitoring station nearest the Project site that monitors ambient concentrations of O₃, NO₂, and PM_{2.5} is the North Hollywood West Delano Street Monitoring Station (located approximately 3.13 miles to the southeast) and the monitoring station nearest the Project site that monitors ambient concentrations of PM₁₀ is the Los Angeles-North Main Street Monitoring Station (located approximately 14.2 miles to the southeast). [Table 4: Ambient Air Quality Data](#) provides the local air quality data from 2020 to 2022 including the monitored maximum concentrations and annual exceedances of CAAQS or NAAQS.

Table 4: Ambient Air Quality Data			
Criteria Pollutant	2020	2021	2022
Ozone (O₃)			
1-hour Maximum Concentration (ppm)	0.133	0.110	0.106
8-hour Maximum Concentration (ppm)	0.108	0.089	0.091
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	31	6	6
NAAQS 8-hour (>0.070 ppm)	50	17	13
Carbon Monoxide (CO)			
1-hour Maximum Concentration (ppm)	2.635	1.917	1.561
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)			
1-hour Maximum Concentration (ppm)	0.0604	0.0654	0.0542
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)			
National 24-hour Maximum Concentration	83.7	64.0	61.0
State 24-hour Maximum Concentration	185.2	138.5	43.7
State Annual Average Concentration (CAAQS=20 µg/m ³)	—	—	—
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	0	0
CAAQS 24-hour (>50 µg/m ³)	34	14	0

Table 4: Ambient Air Quality Data			
Criteria Pollutant	2020	2021	2022
Particulate Matter Less Than 2.5 Microns (PM_{2.5})			
National 24-hour Maximum Concentration	—	—	—
State 24-hour Maximum Concentration	145.3	50.6	43.4
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	—	—	—
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million. µg/m ³ = micrograms per cubic meter; — = not measured			
Notes: Measurements taken at the Los Angeles-North Main Street Monitoring station located at 1630 North Main Street, Los Angeles (CARB# 33158).			
Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which was retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).			

2.3 Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are near localized sources of toxins are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The sensitive receptors nearest the Project site, which are the residential uses to the north and west, are described in [Table 5: Sensitive Receptors](#).

Table 5: Sensitive Receptors		
Receptor Description	Distance and Direction from the Project Site¹	Description
Single-family Residences	Adjacent to the north	Along Teesdale Avenue City of Los Angeles
Single-family Residences	55 feet to the west	Along Bellaire Avenue City of Los Angeles
1. Distance measured from the Project site's property line to the sensitive receptor's property line.		
Source: Google Earth, 2024.		

3.0 REGULATORY SETTING

3.1 Federal

Federal Clean Air Act

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

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable NAAQS are summarized in [Table 6: State and Federal Ambient Air Quality Standards](#).

3.2 State of California

California Air Resources Board

CARB administers California's air quality policy. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in [Table 5](#), are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility-reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for the State meeting NAAQS. Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a CAAQS for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a CAAQS and are not used as a basis for designating areas as nonattainment. The applicable CAAQS are summarized in [Table 6](#).

Table 6: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards ¹	Federal Standards ²
Ozone (O ₃) ^{2, 5, 7}	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m ³)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	0.10 ppm ¹¹
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO ₂) ⁸	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m ³)
Particulate Matter (PM ₁₀) ^{1, 3, 6}	24-Hour	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	NA
Fine Particulate Matter (PM _{2.5}) ^{3, 4, 6, 9}	24-Hour	NA	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	9 µg/m ³
Sulfates (SO ₄₋₂)	24 Hour	25 µg/m ³	NA
Lead (Pb) ^{10, 11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA	0.15 µg/m ³
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 µg/m ³)	NA
Vinyl Chloride (C ₂ H ₃ Cl) ¹⁰	24 Hour	0.01 ppm (26 µg/m ³)	NA

ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; – = no information available.

1. California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility-reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour, or 24-hour average (i.e., all standards except for lead and the PM₁₀ annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.
2. National standards shown are the "primary standards" designed to protect public health. National standards other than for O₃, particulates, and those based on annual averages are not to be exceeded more than once a year. The 1-hour O₃ standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O₃ standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³.
3. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM₁₀ is met if the 3-year average falls below the standard at every site. The annual PM_{2.5} standard is met if the 3-year average of annual averages spatially averaged across officially designed clusters of sites falls below the standard.
NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety.
4. On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O₃ concentration per year, averaged over three years, is equal to or less than 0.070 ppm. U.S. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations by October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O₃ level in the area.
5. The national 1-hour O₃ standard was revoked by the U.S. EPA on June 15, 2005.
6. In June 2002, CARB established new annual standards for PM_{2.5} and PM₁₀.
7. The 8-hour California O₃ standard was approved by the CARB on April 28, 2005, and became effective on May 17, 2006.
8. On June 2, 2010, the U.S. EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO₂ NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO₂ NAAQS.
9. In February 2024, U.S. EPA strengthened the annual PM_{2.5} NAAQS from 12.0 to 9.0 µg/m³. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels.
10. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.
11. National lead standards, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2016; California Air Resources Board, *Ambient Air Quality Standards*, March 2022 and <https://www.epa.gov/pm-pollution/national-ambient-air-quality-standards-naaqs-pm>

3.3 Regional

South Coast Air Quality Management District

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

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

The SCAQMD Governing Board adopted the 2016 AQMP on March 3, 2017. The AQMP's purpose is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the 24-hour PM_{2.5} NAAQS and to provide an update to the SCAQMD's commitments towards meeting the 8-hour O₃ NAAQS. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and updated emission inventory methodologies for various source categories.

On October 1, 2015, the U.S. EPA strengthened the ground-level O₃ NAAQS. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour O₃ NAAQS. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes various additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour O₃ NAAQS. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including travel activity data from the 2020-2045 RTP/SCS ("Connect SoCal 2020") and updated emission inventory methodologies for various source categories. It is noted, that the 2024-2050 RTP/SCS ("Connect SoCal 2024") was adopted in April 2024 and applicable travel activity data and transportation control measures will be incorporated into SCAQMD's next AQMP.

The SCAQMD has published the CEQA Air Quality Handbook (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by the California Environmental Quality Act (CEQA) and identifies suggested

thresholds of significance for construction and operational criteria pollutants (see discussion of thresholds below). With the help of the CEQA Air Quality Handbook and associated guidance, local land use planners and consultants can analyze and document how proposed and existing projects affect air quality to meet CEQA review process requirements. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

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

The state and federal attainment status designations for the SCAB are summarized in [Table 7: South Coast Air Basin Attainment Status](#). The SCAB is currently designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5} CAAQS, as well as the 8-hour O₃ and PM_{2.5} NAAQS. The SCAB is designated as attainment or unclassified for the remaining CAAQS and NAAQS.

Table 7: South Coast Air Basin Attainment Status		
Pollutant	State	Federal
Ozone (O ₃) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O ₃) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM _{2.5}) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter (PM _{2.5}) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM ₁₀) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM ₁₀) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO ₂) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO ₂) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO ₄₋₂) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H ₂ S) (1 Hour Standard)	Unclassified	–
Source: South Coast Air Quality Management District, <i>Air Quality Management Plan</i> , 2016; United States Environmental Protection Agency, <i>Nonattainment Areas for Criteria Pollutants (Green Book)</i> , 2021.		

The following is a list of SCAQMD rules that are required for construction activities associated with the Project:

Rule 402 (Nuisance) – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agriculture. No operations are necessary for the growing of crops or the raising of fowl or animals.

Rule 403 (Fugitive Dust) – This rule requires fugitive dust sources to implement the best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.

- a. Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- e. Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

Rule 1113 (Architectural Coatings) – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

3.4 Local

City of Los Angeles General Plan

The City of Los Angeles General Plan Air Quality Element (“Air Quality Element”) establishes six goals, and to achieve these goals, performance-based standards provide flexibility in the implementation of the Air Quality Element policies and objectives. The following Air Quality Element goals, objectives, and policies apply to the Project:

Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.

Objective 1.1: It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan, increase traffic mobility, and sustain economic growth citywide.

Objective 1.3: It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.

Policy 1.3.1: Minimize particulate emissions from construction sites.

Policy 1.3.2: Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Objective 2.1: It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.

Policy 2.1.1: Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce Vehicle Trips and/or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.

Policy 2.2.2: Encourage multi-occupant vehicle travel and discourage single occupant vehicle travel by instituting parking management practices.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Objective 4.1: It is the objective of the City of Los Angeles to include regional attainment of ambient air quality standards as a primary consideration in land use planning.

Policy 4.1.1: Coordinate with all appropriate regional agencies in the implementation of strategies for the integration of land use, transportation, and air quality policies.

Objective 4.2: It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.

Policy 4.2.2: Improve accessibility for the City's residents to places of employment, shopping centers, and other establishments.

Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

Policy 4.2.4: Require that air quality impacts be a consideration in the review and approval of all discretionary projects.

Policy 4.2.5: Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.

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.**

Policy 5.1.2: Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.

Policy 5.1.4: Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.

Objective 5.3: It is the objective of the City of Los Angeles to reduce the use of polluting fuels in stationary sources.

Policy 5.3.1: Support the development and use of equipment powered by electric or low-emitting fuels.

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

4.0 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Air Quality Thresholds

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:

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

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the project violates any ambient air quality standard, contributes substantially to an existing or projected air quality violation, or exposes sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in [Table 8: South Coast Air Quality Management District Emissions Thresholds](#).

Table 8: South Coast Air Quality Management District Emissions Thresholds		
Criteria Air Pollutants and Precursors	Maximum Pounds Per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55
Source: South Coast Air Quality Management District, <i>South Coast AQMD Air Quality Significance Thresholds</i> , 2019.		

Localized Carbon Monoxide

In addition to the daily thresholds listed in [Table 8](#), the Project would be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site exceed CAAQS and NAAQS (the more stringent CAAQS are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour CAAQS.

Localized Significance Thresholds

The SCAQMD also developed LSTs for NO₂, CO, PM₁₀, and PM_{2.5} emissions generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that a project can generate without expecting to cause or substantially contribute to an exceedance of the most stringent CAAQS and NAAQS. LSTs are based on the ambient concentrations of that pollutant within the project's source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5.0 acres or less on a single day.

The Project site is located within SCAQMD SRA 7 (East San Fernando Valley). The sensitive receptors nearest the Project site are adjacent and to the north (approximately 0 meters). [Table 9: Local Significance Thresholds for Construction/Operations](#) shows the LSTs for a 1-acre, 2-acre, 4-acre (interpolated), and 5-acre project in SRA 7.

Table 9: Local Significance Thresholds for Construction/Operations				
Project Size	Maximum Pounds Per Day			
	NO_x	CO	PM₁₀	PM_{2.5}
1 Acre	240/240	2,347/2,347	39/10	11/3
2 Acres	290/290	2,900/2,900	47/12	13/4
4 Acres	366/366	3,783/3,783	61/15	17/5
5 Acres	403/403	4,224/4,224	68/16	19/5
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Source: South Coast Air Quality Management District, <i>Localized Significance Threshold Methodology</i> , July 2008.				

LSTs associated with all acreage categories are provided in [Table 8](#) for informational purposes. [Table 8](#) shows that the LSTs increase as acres increase. It is noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on daily acreage disturbed. The operational LST acreage is based on the Project site's total area. Although the Project site totals 3.92 acres, the 4-acre operational LSTs are conservatively used to evaluate the Project.

4.2 Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model version 2022.1 (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from various land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Construction was modeled according to the construction sequence detailed above in **Section 1.3: Project Description**.

Operations

Project operations would result in emissions of area sources, energy sources, mobile sources, and emergency backup generators. Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. Emissions from each of these sources are discussed below.

- **Area Sources.** Area source emissions would be generated by consumer products, onsite equipment, architectural coatings, and landscaping equipment that were previously absent from the site. Consumer products are various solvents used in non-industrial applications, which emit VOCs during product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries. It is noted that the default area source VOC emission factor developed for CalEEMod is based on a statewide factor and is not applicable to the Project. The Project would not use consumer products, as specified by the CalEEMod user guide. The self-storage buildings include office space and may have small kitchen areas and bathrooms that would use cleaning products, however, the majority of the square footage for the Project would be used for self-storage. Negligible quantities of personal care products, home, lawn, and garden products, disinfectants, sanitizers, polishes, cosmetics, and floor finishes would be used. As the CalEEMod consumer product rates are based on a statewide average, ROG emissions are likely overestimated for the proposed Project and therefore conservative.
- **Energy Sources.** Energy source emissions are typically generated due to electricity and natural gas consumption. However, the Project is designed as all-electric and would not include natural gas conveyance to the site. The Project's primary energy source would be electric power for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions were calculated in CalEEMod.
- **Mobile Sources.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a pollutant of local concern, dispersing rapidly at the source.

Project trip generation utilized in this report is based on the *Trip Generation and VMT Technical Memo for the 7528 North Bellaire Avenue Mixed-Use Project*¹ 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).

- **Emergency Backup Generators.** As the Project's self-storage buildings (A1 and A2) are temperature-controlled, emergency backup generators would likely be used. Backup

¹ Kimley-Horn and Associates, Inc., Trip Generation and VMT Technical Memo for the 7528 North Bellaire Avenue Mixed-Use Project, June 2024.

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 emergency backup generators were conservatively included. Emissions from two emergency backup generators 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 emissions.

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

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

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if the project includes area sources or attracts mobile sources that may spend long periods queuing and idling at the site. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. On-site mobile emissions equate to approximately five percent of the Project-related new mobile sources. The on-site one-way trip length is conservatively anticipated to be 0.30 miles, which is approximately five percent of the 6.26-mile trip length modeled in CalEEMod.

5.0 POTENTIAL IMPACTS AND MITIGATION

5.1 Air Quality Analysis

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

The Project site is within the SCAB, which is under SCAQMD jurisdiction. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 and 2022 AQMPs², which establish programs of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The AQMPs are a regional and multi-agency effort including the SCAQMD, the CARB, SCAG, and the U.S. EPA. The AQMPs' pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's RTP/SCS. SCAG's latest growth forecasts at the time of AQMP preparation were defined in consultation with local governments and based on local general plans. The Project is subject to the SCAQMD's AQMPs.

Criteria for determining consistency with the AQMPs are listed below:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the AQMP's assumptions and objectives, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are exceeding the CAAQS and NAAQS. As discussed in Threshold 5.2 (cumulative net increase in air emissions), the Project would not exceed the SCAQMD's construction or operational thresholds. Therefore, the Project would not exceed the CAAQS or NAAQS, would not contribute to an existing air quality violation, and is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contain air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Because the Project site's land use designation is Commercial Manufacturing, Parking Buffer, and Low Residential, this is what was assumed in the AQMPs for the Project site. SCAG forecasts the City's population will grow to approximately 4,771,300 persons by 2045.³ SCAGs forecast 2045 population is based on the Project

² The 2022 AQMP (adopted in December 2022), was developed to address attainment of the 2015 8-hour O₃ standard. The 2016 AQMP (adopted in March 2017) was developed to address attainment of multiple O₃ and PM_{2.5} standards.

³ As previously mentioned, the 2022 AQMP incorporates information and planning assumptions from Connect SoCal 2020 thus, demographic data was retrieved from: SCAG, *Demographics and Growth Forecast, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies*. Los Angeles, California, April 2024.

site's existing land use designations (i.e., Commercial Manufacturing, Parking Buffer, and Low Residential). To implement the mixed-use development, the Project proposes a General Plan Amendment to change the site's Parking Buffer and Low Residential land use designations to Commercial Manufacturing. Using SCAG's average persons per DU for the County consistent with SCAG methodology, the Project site's existing Low Residential designation on 0.59 AC would generate a population growth of approximately 10 persons.⁴ Using SCAG's average persons per DU for the County consistent with SCAG methodology, the Project would generate a population growth of approximately 24 persons.⁵ Therefore, SCAG's latest population growth forecasts did not account for a portion (approximately 14 persons) of the Project's forecast population growth. The Project's proposed apartment development would increase SCAG's forecast population only nominally (by approximately 0.0003 percent), although, it would cause the population growth forecasts to be exceeded. The Project's net forecast population growth of 14 persons is not considered substantial concerning SCAG's growth forecasts. Therefore, although the Project would include a General Plan Amendment, the forecast population growth resulting from the land use change would be nominal and is not considered substantial concerning consistency with the AQMPs. Further, the Project would not exceed SCAQMD's significance thresholds. Therefore, the Project is consistent with the second criterion. Because the Project is consistent with the SCAQMD consistency finding criteria, the Project would not conflict with or obstruct the implementation of the AQMP.

City of Los Angeles General Plan Consistency

The General Plan Air Quality Element was adopted on November 24, 1992, and sets forth the goals, objectives, and policies that guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships between transportation and land use planning in meeting the City's mobility and air quality goals. As shown in [Table 10: Project Consistency with the City of Los Angeles General Plan Air Quality Element](#), the Project would be consistent with the applicable General Plan Air Quality Element policies.

Table 10: Project Consistency with the City of Los Angeles General Plan Air Quality Element	
Policy	Project Consistency
Policy 1.3.1: Minimize particulate emissions from construction sites	Consistent. The Project would comply with SCAQMD Rule 403, which requires dust control measures during construction activities, and would therefore minimize particulate emissions from Project construction.
Policy 1.3.2: Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic	Consistent. The Project does not involve unpaved roads and only limited surface parking thereby minimizing particulate emissions from vehicular traffic.
Policy 2.1.1: Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related	Consistent. The Project site is within 0.10-mile of local bus lines, thereby encouraging employees and

⁴ Based on four DU, 100 percent occupancy, and 2.6 persons per household (Southern California Association of Governments. (2024). *Connect SoCal 2024 Demographics and Growth Forecast*)

⁵ Based on nine DU, 100 percent occupancy, and 2.6 persons per household (Southern California Association of Governments. (2024). *Connect SoCal 2024 Demographics and Growth Forecast*)

Table 10: Project Consistency with the City of Los Angeles General Plan Air Quality Element	
Policy	Project Consistency
facilities in order to reduce Vehicle Trips and/or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	residents to utilize alternative transportation modes, further reducing work trips and traffic congestion.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level	Consistent. The Project would be subject to review by the City of Los Angeles.
Policy 4.2.2: Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	Consistent. The Project is in an urbanized area where future residents would have access to employment, shopping centers, and other establishments.
Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The Project would provide 21 electric vehicle (EV) charging spaces and be located within 0.10-mile of public transportation.
Policy 4.2.4: Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. The Project's air quality impacts are analyzed in this study. This air quality analysis will be considered by the City in its Project review and approval process.
Policy 4.2.5. Emphasize trip reduction, alternative transit, and congestion management measures for discretionary projects.	Consistent. Future Project residents and employees would have access to public transit as the Project site is within 0.10-mile of local bus lines.
Policy 5.1.2: Effect a reduction in energy consumption and shift to nonpolluting sources of energy in its buildings and operations.	Consistent. The Project would comply with the latest Title 24 energy efficiency requirements, CalGreen Building Code, and LA Green Building Code.
Policy 5.1.4: Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would comply with the latest Title 24 energy efficiency requirements, CalGreen Building Code, LA Green Building Code, and the City's waste diversion requirements.

As discussed above, the Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the CAAQS and NAAQS, the Project would also not delay the timely attainment of air quality standards or interim emission reductions specified in the AQMPs. In addition, the Project would be generally consistent with the emissions forecasts in the AQMPs (the population growth would be nominal and the employment growth was anticipated) and AQMP control measures.

As discussed above, the Project would not conflict with or obstruct the implementation of the AQMPs or any applicable air quality plan. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

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

Construction Emissions

Project construction activities would generate short-term criteria for air pollutant emissions. The criteria pollutants of primary concern within the Project area are O₃-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-related emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the criteria pollutant emissions exceeded the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Project construction is anticipated to occur over approximately 18 months beginning January 2026 and ending July 2027. The Project's construction-related emissions were calculated using the CARB-approved CalEEMod computer program. See **Appendix A: Air Quality Modeling Data** for more information regarding the construction assumptions used in this analysis. The Project's predicted maximum daily construction-related emissions are summarized in Table 11: Construction-Related Emissions. It is noted that due to technology improvements for construction equipment, the Project's construction emissions would likely be lower than those shown in Table 11, if construction were to occur in later years.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. The Project would be required to comply with SCAQMD rules and regulations, including SCAQMD Rules 402, 403, and 1113. As shown in Table 11, construction emissions would not exceed SCAQMD thresholds for all criteria pollutants. Therefore, the Project's construction-related emissions would result in a less than significant impact.

Table 11: Construction-Related Emissions

Construction Year	Emissions (Maximum Pounds Per Day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Year 1 (2026)	3.21	29.24	29.77	0.05	3.71	2.01
Year 2 (2027)	47.84	18.57	18.57	0.06	1.95	0.71
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less						
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.						

Operational Emissions

The Project's operational emissions would be primarily associated with motor vehicle use, area sources, energy emissions, and back-up generators. Table 12: Long-Term Operational Emissions summarizes the Project's long-term operational emissions and indicates they would not exceed SCAQMD thresholds. Therefore, the Project's operational emissions would result in a less than significant impact. The operational emissions sources are described in **Section 4.2: Methodology**.

Table 12: Long-Term Operational Emissions						
Source	Maximum Pounds Per Day ¹					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Source Emissions	7.21	0.09	10.09	<0.00	0.02	0.01
Energy Emissions	0.05	0.93	0.80	0.01	0.07	0.07
Mobile	1.13	0.93	10.06	0.02	2.34	0.61
Back-up Generators	1.31	3.67	3.35	0.01	0.19	0.19
Total Emissions	9.70	5.62	24.3	0.04	2.62	0.88
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less						
1. The highest values between summer and winter results were used as a worst-case scenario.						
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.						

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} CAAQS and nonattainment for O₃ and PM_{2.5} NAAQS. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on the SCAB's air quality would not be cumulatively considerable. As shown in Table 11 above, Project construction-related emissions would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. The analysis assumed fugitive dust controls would be used during construction, including frequent water applications. SCAQMD rules, mandates, and

compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include related cumulative projects. As concluded above, the Project's construction-related impacts would be less than significant. Compliance with SCAQMD rules and regulations would further minimize the Project's construction-related emissions. Therefore, Project-related construction emissions combined with those from other projects in the area would not substantially deteriorate local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Emissions

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Table 12 shows that the Project's operational emissions would not exceed the SCAQMD thresholds. As a result, the Project's operational emissions would not represent a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, the Project's operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

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

Localized Construction Significance Analysis

To identify impacts on sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 13: Equipment-Specific Grading Rates is used to determine the Project's maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the East San Fernando Valley (SRA 7) since this area includes the Project site. LSTs apply to NO₂, CO, PM₁₀, and PM_{2.5}. The SCAQMD provides look-up tables for projects that disturb areas less than or

equal to 5.0 acres. Project construction is anticipated to disturb a minimum of 2.5 acres in a single day during the grading phase. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres and the thresholds increase with the site's size, the LSTs for a 2.5-acre threshold were interpolated and utilized for this analysis.

Table 13: Equipment-Specific Grading Rates					
Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	0	1	8	0
	Total Acres Graded per Day				
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.					

The sensitive receptor nearest the Project site is a single-family residence located adjacent to the north. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at a distance of 25 meters were utilized in this analysis consistent with SCAQMD methodology. Table 14: Localized Significance of Construction Emissions presents the results of localized emissions during each construction. Table 14 shows that emissions of these pollutants on the peak day of construction would not exceed SCAQMD LSTs and, thus, would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 14: Localized Significance of Construction Emissions				
Construction Activity	Emissions (Maximum Pounds Per Day)			
	NO_x	CO	PM₁₀	PM_{2.5}
Demolition 2026	20.65	19.01	0.83	0.78
Site Preparation 2026	29.16	28.81	1.24	1.14
Grading 2026	14.97	17.44	0.65	0.59
Building Construction 2026	9.85	12.97	0.38	0.35
Building Construction 2027	9.39	12.94	0.34	0.31
Paving 2027	6.09	8.83	0.24	0.22
Architectural Coating 2027	0.83	1.13	0.02	0.02
<i>Maximum Emissions</i>	<i>29.16</i>	<i>28.81</i>	<i>1.24</i>	<i>1.14</i>
<i>SCAQMD Localized Screening Threshold (adjusted for 2.5 acres at 25 meters)</i>	<i>141</i>	<i>1,083</i>	<i>8</i>	<i>6</i>
Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Source: CalEEMod version 2022.1 Refer to Appendix A for model outputs.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project is a mixed-use development with self-storage and residential uses, the operational phase LST protocol is conservatively applied to the operational area source, energy source, and a portion of the mobile source emissions.

LSTs thresholds for receptors located at 25 meters in SRA 9 were utilized in this analysis because the receptors nearest the Project site are located adjacent to the north. Although the Project site is approximately 3.92 acres, the 3.5-acre LST threshold was conservatively used for this analysis, as the LSTs increase with the site's size.

For a worst-case scenario assessment, the emissions shown in [Table 15: Localized Significance of Operational Emissions](#) conservatively include all on-site Project-related stationary sources and five percent⁶ of the Project-related mobile source emissions, since a portion of mobile sources would include vehicles maneuvering and idling on-site. [Table 15](#) shows that the maximum daily emissions of these pollutants for Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the Project would result in a less than significant impact concerning operational LSTs.

Table 15: Localized Significance of Operational Emissions				
Activity	Emissions (Maximum Pounds Per Day)			
	NO_x	CO	PM₁₀	PM_{2.5}
On-Site Emissions (Area + Energy + Generators + On-Site Mobile Source Emissions ¹)	4.74	14.74	0.40	0.30
SCAQMD Localized Screening Threshold (3.5 acres at 25 meters)	166	1,343	3	2
Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
1. Includes five percent of mobile source emissions.				
Source: CalEEMod version 2022.1 Refer to Appendix A for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme O₃ nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The FCAA created the NSR Program to ensure that stationary air pollutant sources are constructed or modified in a manner that is consistent with the attainment of health-based NAAQS. The NAAQS establishes the necessary air quality levels, with an adequate margin of safety, to protect public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria for pollutant health impacts.

NO_x and ROG are precursor emissions that form O₃ in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so O₃ may be formed at a distance downwind from the sources. Breathing ground-level O₃ can result in health effects that include reduced lung

⁶ On-site mobile emissions account for approximately five percent of the Project's total mobile emissions based on the estimated on-site trip length divided by the overall trip length.

function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily O₃ concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggest that O₃ can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD AQMPs, O₃, NO_x, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although VMT in the SCAB continues to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022 AQMP demonstrates how the SCAQMD's control strategy to meet the O₃ 2015 NAAQS by 2037 would lead to sufficient NO_x emission reductions. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the O₃ standards will likewise lead to the improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing O₃ levels and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The AQMPs identify robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive the development and commercialization of clean technologies, with future-year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance the public acceptability of new technologies.

There are significant challenges with correlating specific health effects that will occur as a result of a project's significant criteria air pollutant emissions. Generally, models that correlate criteria air pollutant concentrations with specific health effects focus on regulatory decision-making that will apply throughout an entire air basin or region. These models focus on the region-wide health effects of pollutants so that regulators can assess the costs and benefits of adopting a proposed regulation that applies to an entire category of air pollutant sources, rather than the health effects related to emissions from a specific proposed project or source. Because of the scale of these analyses, any one project is likely to have only very small incremental effects which may be difficult to differentiate from the effects of air pollutant concentrations in an entire air basin. In addition, such modeling efforts are costly, and the value of a project-specific analysis may be modest in relation to that cost. Furthermore, the results, while costly to produce, may not be particularly useful. For regional pollutants, it is difficult to trace a particular project's criteria air pollutant emissions to a specific health effect. Moreover, the modeled results may be misleading because the margin of error in such

modeling is large enough that, even if the modeled results report a given health effect, the model is sufficiently imprecise that the actual effect may differ from the reported results; that is, the modeled results suggest precision, when in fact available models cannot be that precise on a project level.

As discussed above, the mass emissions thresholds developed by SCAQMD and used by CEQA lead agencies throughout southern California to determine the potential significance of project-related regional changes in the environment are not directly indicative of exceedances of applicable ambient air standards. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of O₃ or PM. The effects on ground-level ambient concentrations of pollutants that may be breathed by people are also influenced by the spatial and temporal patterns of the emission sources. In other words, the effect on O₃ and PM concentrations from a given mass of pollutants emitted in one location may vary from the effect if that same mass of pollutants was emitted in an entirely different location in the SCAB. The same effect may be observed when the daily and seasonal emissions variations are taken into account. Regional-scale photochemical modeling, typically performed only for NAAQS attainment demonstration and rule promulgation, accounts for these changes in the spatial, temporal, and chemical nature of regional emissions.

Project construction and operational emissions would vary by time of day, month, and season, and the majority of Project-related emissions, being generated by mobile sources (cars and trucks) driving to and from the site, would be emitted throughout a wide area defined by the origins and destinations of people traveling to and from the proposed Project site. As SCAQMD has stated, “it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region.”

Specifically, for extremely large regional projects, the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NO_x and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃. Based on its recent experiences applying regional scale models to relatively small increases in emissions, SCAQMD stated in its Amicus Brief in the *Sierra Club v. County of Fresno* case: “[A] project emitting only 10 tons per year of NO_x or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels.” The Brief makes it clear that SCAQMD does not believe that there must be a quantification of a project's health risks in CEQA documents prepared for individual projects. Any attempt to quantify the proposed Project's health risks would be considered unreliable and misleading. Also, the Project does not generate anywhere near 6,620 pounds per day of NO_x or 89,190 pounds per day of ROG (VOC) emissions, which SCAQMD stated was a large enough emission to quantify O₃-related health impacts. Therefore, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

As previously discussed, localized effects of on-site Project emissions sensitive receptors near the Project site would be less than significant (refer to [Table 14](#) and [Table 15](#)). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable CAAQS and NAAQS. The LSTs were developed by the SCAQMD

based on the ambient concentrations of that pollutant for each SRA and the distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently has methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Setting. Health studies are used by these agencies to set the NAAQS and CAAQS.

Although it may be misleading and unreliable to attempt to specifically and numerically quantify the Project's health risks at a regional level, this analysis provides extensive information concerning the Project's potential health risks. Based on the construction and operational emissions, the Project does not constitute a significant health impact on the population adjacent to the Project site and within the SCAB. The reason for this is that the mass daily thresholds are in pounds per day emitted into the air whereas health effects are determined based on the concentration of emissions in the air at a particular receptor (e.g., parts per million by volume of air, or micrograms per cubic meter of air).

The NAAQS and CAAQS were developed to protect the most susceptible population groups from adverse health effects and were established in terms of parts per million or micrograms per cubic meter for the applicable emissions. As stated earlier, the mass emission thresholds were established primarily in conjunction with federal permitting "major source" thresholds. If emissions were below these "de minimis" emission rates, then the proposed Project is presumed to conform with the NAAQS. While based on the status of an air basin level of attainment of the health-based NAAQS, emissions in excess of the mass emission thresholds from one project do not mean the air basin would experience measurably higher ground-level concentrations, or more frequent occurrences of ground-level concentrations in exceedance of standards or delay timely attainment of a particular NAAQS.

Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. It is also noted that this analysis identifies health concerns related to particulate matter, CO, O₃, and NO₂. [Table 3](#) includes a list of criteria pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision-making. Due to the uncertainty in the relationship between Project-level mass emissions and regional ozone formation, as well as limitations with currently available technical tools, the Project's resulting health effects cannot be identified.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the

CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, California's CO standard is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, the introduction of cleaner fuels, and the implementation of control technology in industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm NAAQS. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any intersections in the Project vicinity resulting from the Project's 353 daily vehicle trips. Therefore, impacts would be less than significant.

Construction and Operational Diesel Particulate Matter

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

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. In response to the increase in warehouse development in California, the State of California Department of Justice issued a memorandum in March 2021,

entitled Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act (Memorandum). The Memorandum encourages warehouse projects to implement certain best practices, one of which recommends that construction equipment not in use for more than three minutes be turned off. Although the Project proposes a self-storage facility and not a warehouse, these regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations on the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM that any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions.

A Construction Health Risk Assessment (Construction HRA) (7528 North Bellaire Avenue Mixed-Use Project Health Risk Assessment, Kimley-Horn, June 2024) was conducted based on the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the SCAQMD Risk Assessment Procedures and the guidance from OEHHA.

Construction Sources

Construction activities generate DPM emissions from the use of off-road, heavy-duty diesel equipment for demolition; site preparation (e.g., clearing, grading); building construction; paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at a site poses a health risk to nearby sensitive receptors.

The Project HRA calculates risk based on exposure to construction concentrations during the 18 months of the exposure duration. As discussed in the Project HRA, construction emissions would result in a maximum cancer risk of 7.89 in one million, which would be below the SCAQMD's maximum individual cancer risk threshold of 10 in one million. Therefore, Project construction activities would result in a less than significant impact concerning carcinogenic risk. Additionally, the highest maximum chronic risk hazard index from Project construction emissions would be 0.012, which would be below the SCAQMD's maximum non-cancer risk hazard index threshold of 1.0. Therefore, Project construction would result in a less than significant impact concerning carcinogenic risk and non-carcinogenic hazards.

Operational Sources

The CARB Land Use Handbook includes recommendations for siting new sensitive land uses near specific sources of air pollution such as distribution centers. The recommended minimum separation between sensitive land uses and existing sources of pollutants is intended to reduce health risks from air pollution. Based on CARB recommendations, siting new sensitive receptors within 1,000 feet of a warehouse that generates more than 100 trucks per day should be avoided. According to the Project's trip generation estimates, the project would generate approximately 353

daily trips, of which 22 trips⁷ can be attributed to trucks. Additionally, the Project is a self-storage facility and would not be used for manufacture or distribution purposes. Large heavy-duty trucks are not anticipated at the Project site. Trucks at the Project site would likely consist of moving vans and moving trucks. Therefore, considering the anticipated number of daily trips, types of trucks on the Project site, and DPM's highly dispersive properties, nearby sensitive receptors would not be exposed to substantial concentrations of operational TAC emissions. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

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

Construction

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

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

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, odor impacts associated with the Project's construction-related activities would be less than significant.

Operations

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors.

Mitigation Measures: No mitigation is required.

Level of Significance: No impact.

⁷ Truck trips were calculated using the fleet mix from CalEEMod. Of the 353 total daily vehicle trips, approximately six percent are estimated to be light-, medium-, heavy-duty, or other vehicle trips.

6.0 REFERENCES

1. California Air Pollution Control Officers Association (CAPCOA), *Health Effects*, 2018.
2. California Air Pollution Control Officers Association (CAPCOA), *Health Risk Assessments for Proposed Land Use Projects*, 2009.
3. California Air Resources Board, *Aerometric Data Analysis and Measurement System (ADAM) Top Four Summaries from 2020, 2021, and 2022*, 2024.
4. California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, 2005.
5. California Air Resources Board, *Common Air Pollutants*, <https://ww2.arb.ca.gov/resources/common-air-pollutants>, accessed June 2024.
6. California Air Resources Board, *Current Air Quality Standards*, 2016.
7. California Air Resources Board, *EMFAC 2021 Web Database*, www.arb.ca.gov/emfac, accessed June 2024.
8. City of Los Angeles, *City of Los Angeles General Plan*, 1992.
9. City of Los Angeles, *L.A. CEQA Thresholds Guide*, 2006.
10. *Federal Highway Administration, Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents*, January 2023.
11. Kimley-Horn and Associates, Inc., *7528 North Bellaire Avenue Mixed-Use Project Health Risk Assessment*, June 2024.
12. Kimley-Horn and Associates, Inc., *Trip Generation and VMT Technical Memo for the 7528 North Bellaire Avenue Mixed-Use Project*, June 2024.
13. Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Risk Assessment Guidelines*, 2015.
14. Ralph Propper, Patrick Wong, Son Bui, Jeff Austin, William Vance, Alvaro Alvarado, Bart Croes, and Dongmin Luo, *Ambient and Emission Trends of Toxic Air Contaminants in California. American Chemical Society: Environmental Science & Technology*, 2015.
15. Southern California Association of Governments, *Connect SoCal 2024*, 2024.
16. South Coast Air Quality Management District, *2016 Air Quality Management Plan*, March 2017.
17. South Coast Air Quality Management District, *2022 Air Quality Management Plan*, December 2022.
18. South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

19. South Coast Air Quality Management District, *Localized Significance Threshold Methodology*, 2009.
20. US Environmental Protection Agency, *Frequent Questions about General Conformity*, <https://www.epa.gov/general-conformity/frequent-questions-about-general-conformity>, accessed June 2024.
21. United States Environmental Protection Agency, *National Ambient Air Quality Standards Table*, 2024.
22. United States Environmental Protection Agency, *Nonattainment Areas for Criteria Pollutants*, 2019.
23. United States Environmental Protection Agency, *Policy Assessment for the Review of the Lead National Ambient Air Quality Standards*, 2013.

Appendix A

Air Quality Modeling 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
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------

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
------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

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
---------	------	------	------	------	------	------	------	------	------	------	------	---	------	------	------	------	------	------

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

Architectural 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
----------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-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
Apartments 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
------------	-----------	-----------------------	----------------	-------------

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
---------------	---------------	----------------	--------------	------------	-------------	--------------	------------	----------

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
-------------	--------	-----

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
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	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)