MEMORANDUM

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Date: September 18, 2024

Subject: 810 Mission Avenue Project – Air Quality Technical Memorandum

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PURPOSE

The purpose of this technical memorandum is to evaluate potential short- and long-term air quality impacts resulting from the construction and operation of the proposed 810 Mission Avenue Project (project), located in the City of Oceanside (City), California.

PROJECT LOCATION

The project site is located in the western portion of Oceanside at 810 Mission Avenue (Assessor's Parcel Numbers [APNs] 760-186-3300 and 147-191-1100). The square-shaped site encompasses approximately 61,885 square feet bounded by Clementine Street to the north and northeast, Mission Avenue to the south and southeast, Nevada Street to the southwest and west, and Pier View Way to the northwest and north. The project site excludes the narrow, one-story office building lot situated at the corner of Mission Avenue and Clementine Street. Surrounding land uses generally consist of public/community facility, office, and commercial uses. Regional access to the site is provided via Interstate 5 (I-5) and State Route 76 (SR-76). Local access to the site is provided via Mission Avenue, Clementine Street, Nevada Street, and Pier View Way.

EXISTING SITE CONDITIONS

The project site is currently developed with the North County Transit District (NCTD) Headquarters office building and associated parking lot. Access to the NCTD office building is provided along Mission Avenue and access to the surface parking lot is provided along Nevada Street and Clementine Street. According to the City of Oceanside *Land Use and Zoning Map Viewer*, the project site is designated Downtown (DT) and zoned Downtown, Subdistrict 2 (D-2)[1]. The D-2 zone provides for a financial center supported by professional offices; residential uses are permitted, where appropriate, as part of mixed-use development projects.

[1] City of Oceanside, *Land Use and Zoning Map Viewer,* https://oceanside.maps.arcgis.com/apps/webappviewer/index.html?id=b3f0000402044ca1a724f84dda988d0e&extent=-13069787.2898%2C3915650.637%2C-13046856.1813%2C3933919.0868%2C102100, accessed October 24, 2022.

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PROJECT DESCRIPTION

The proposed project involves demolishing the existing NCTD Headquarters office building and surface parking lot and redeveloping the site into an approximately 323,647-square foot mixed-use development. The seven-story mixed-use building would include 206 multi-family units, 255 parking spaces, open space, as well as some indoor amenity areas distributed throughout the residential levels. The residential units would consist of 53 studios, 99 one-bedroom units, 40 two-bedroom units, nine three-bedroom units, and five live-work units. Of the 206 units, 31 units would be affordable low- and moderate-income households.

Open space proposed is comprised common outdoor space and private outdoor space. The open space amenities include common and private porches, patios, and courtyards. The proposed courtyard on the third level features a pool and spa and functions as the main common outdoor living area. Additionally, a seventh-floor amenity deck affords all residents and their guests a view of the Pacific Ocean. Private open space amenities include balconies for upper-level units and private patios for ground level units. An approximately 5,321-square foot solar zone is also proposed on the roof for future solar panel installation.

A total of 255 parking spaces would be accommodated with three levels of parking of which 1.5 levels would be subterranean parking. Specifically, parking spaces include 102 spaces (40 percent) reserved for electric vehicles (EVs), 17 spaces equipped with chargers, five accessible parking spaces, and one van accessible space. Further, the project would provide 42 bicycle parking spaces (one space per every five units) to support alternatives modes of travel by future residents.

The mixed-use building would have a maximum building height of 90 feet and would complement the downtown context as an urban housing mixed-use building on a single City block. Ground level dwelling units are oriented to the street while maintaining sufficient privacy with outdoor patios and landscaped setbacks.

Project construction activities would occur in one phase over approximately 31 months. Construction of the project would include the following: demolition, grading, building construction, paving, and architectural coating. Overall, approximately 41,000 cubic yards of cut would be exported off-site. It is anticipated that the project would be completed and operational in 2030.

ENVIRONMENTAL SETTING

Regional Topography

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The San Diego Air Basin (SDAB) covers a roughly 4,200-square mile area and is bounded by the Pacific Ocean to the west and high mountain ranges to the east. The SDAB includes all of San Diego County with population and emissions concentrated mainly in the western portion of the County. The topography of SDAB is highly varied, comprised of coastal plains and lagoons, flatlands and mesas, broad valleys, canyons, foothills, mountains, and deserts.

The City is located in northern San Diego County, 35 miles north of downtown San Diego and 80 miles south of downtown Los Angeles. The City is surrounded by the U.S. Marine Corps Base Camp Pendleton to the north, unincorporated portions of San Diego County to the east, cities of Vista and Carlsbad to the south, and the Pacific Ocean to the west. Oceanside is traversed by several major roadways, including the north-south I-5 and the east-west SR-78 and SR-76.

Climate

The climate of the SDAB is classified as Mediterranean, with warm, dry summers and mild winters. The area experiences an average of 201 days above 70 degrees Fahrenheit and nine to 13 inches of rainfall annually.[2] During fall, the region often experiences dry, warm easterly winds, locally referred to as Santa Ana winds, which raise temperatures and lower humidity.

A common atmospheric condition known as a temperature inversion affects air quality in the SDAB. During an inversion, air temperatures get warmer rather than cooler with increasing height. Inversion layers are important for local air quality because they inhibit the dispersion of pollutants and result in a temporary degradation of air quality. The pollution potential of an area is largely dependent on a combination of winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low-level inversions produce the greatest concentration of air pollutants. On days without inversions, or on days with wind speeds averaging over 15 miles per hour, the atmospheric pollution potential is greatly reduced.

Criteria Air Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the

[2] San Diego Air Pollution Control District (SDAPCD). Annual Air Quality Monitoring Network Plan 2017. April 2018.

troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOC is not considered a criteria pollutant; however, it is a precursor to O_3, which is a criteria pollutant. Due to the role VOC plays in O_3 formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. The terms VOC and ROG (see below) are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see above) are often used interchangeably.

Local Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The closest air monitoring station to the project site that monitors O_3, NO_2, and $PM_{2.5}$, is the Camp Pendleton Monitoring Station located at 21441 West B Street, Camp Pendleton CA 92019, and the closest air monitoring station to the project site that monitors CO is the San Diego monitoring station located at 11403 Rancho Camel Drive, San Diego, CA 92128. Data for PM_{10} between 2020 and 2022 was not available in the San Diego County. Local air quality data from 2020 to 2022 is provided in Table 1, *Summary of Air Quality Data*. This table lists the monitored maximum concentrations and number of exceedances of State/Federal air quality standards for each year.

Table 1
Summary of Air Quality Data

Pollutant	Primary Standard		Year	Maximum Concentration[1]	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO)[2] (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2020 2021 2022	1.700 ppm 1.600 ppm 2.200 ppm	0 / 0 0 / 0 0 / 0
Ozone (O_3)[3] (1-Hour)	0.09 ppm for 1 hour	N/A	2020 2021 2022	0.094 ppm 0.074 ppm 0.076 ppm	0 / 0 0 / 0 0 / 0
Ozone (O_3)[3] (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2020 2021 2022	0.074 ppm 0.059 ppm 0.067 ppm	3 / 3 0 / 0 0 / 0
Nitrogen Dioxide (NO_x)[3]	0.180 ppm for 1 hour	0.100 ppm for 1 hour	2020 2021 2022	0.058 ppm 0.059 ppm 0.050 ppm	0 / 0 0 / 0 0 / 0
Particulate Matter (PM_{10})[4,5]	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2020 2021 2022	* * *	* * *
Fine Particulate Matter ($PM_{2.5}$)[3,6]	No Separate State Standard	35 µg/m^3 for 24 hours	2020 2021 2022	61.1 µg/m^3 20.7 µg/m^3 18.0 µg/m^3	* / * * / * 0 / *

ppm = parts per million
µg/m^3 = micrograms per cubic meter
* = insufficient data available to determine the value
PM_{10} = particulate matter 10 microns in diameter or less
$PM_{2.5}$ = particulate matter 2.5 microns in diameter or less
NA = Not Applicable

Notes:
1. Maximum concentration is measured over the same period as the California Standard.
2. Measurements taken at the San Diego-Rancho Monitoring Site at 11403 Rancho Carmel Drive, San Diego CA 92128.
3. Measurements taken at the Camp Pendleton Monitoring Site at 21441 West B Street, Camp Pendleton, CA 92019.
4. Data is not available at the area for this pollutant.
5. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
6. $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Sources:
California Air Resources Board, i*ADAM Air Quality Data Statistics*, http://www.arb.ca.gov/adam/, accessed on June 27, 2024.
California Air Resources Board, *AQMIS Air Quality and Meteorological Information's Systems*, https://www.arb.ca.gov/aqmis2/aqdselect.php, accessed on June 27, 2024.

REGULATORY SETTING

San Diego Air Pollution Control District

The San Diego Air Pollution Control District (SDAPCD) is one of 35 air quality management districts in California responsible for regional air quality planning, monitoring, and stationary source and facility permitting. Locally, the SDAPCD is entrusted with regulating stationary (fixed) sources of air pollution, including power plants, manufacturing and industrial facilities, stationary internal combustion engines, gas stations, landfills, and solvent cleaning and surface coating operations. However, approximately 67 percent of the air pollutants in the region are emitted by motor vehicles and other mobile sources (e.g., ships, trains, construction equipment, etc.). Emission standards for mobile sources are established by CARB and the EPA. SDAPCD rules and regulations applicable to the proposed project include the following:

- Rule 20.2: New Source Review Non-Major Stationary Sources

  This rule requires new or modified stationary source units (that are not major stationary sources) with the potential to emit 10 pounds per day or more of VOC, NOx, SOx, or PM_{10} to be equipped with best available control technology. For those units with a potential to emit above Air Quality Impact Assessments Trigger Levels, the units must demonstrate that such emissions would not violate or interfere with the attainment of any national air quality standard.

  The proposed project does not propose specific stationary sources. If stationary sources were to be included as part of the proposed project, or at a later date, those sources would be subject to Rule 20.2 and would require appropriate operating permits from the SDAPCD. Because the SDAPCD has not adopted specific criteria air pollutant thresholds for CEQA analyses, the thresholds identified in Rule 20.2 are utilized in this analysis as screening-level thresholds to evaluate project-level impacts.

- Rule 51: Nuisance

  This rule prohibits the discharge of air contaminants or other material from any sources that "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."

- Rule 55: Fugitive Dust Control

  This rule applies to any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas. The following standards apply to the proposed project:

  (1) Airborne Dust beyond the Property Line: No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.

  (2) Track-Out/Carry-Out: Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:

  (i) be minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the project or operation: track-out grates or gravel beds at each egress point, wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks: using secured tarps or cargo covering, watering, or treating of transported material; and

  (ii) be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any

track-out/carry-out, only PM_{10}-efficient street sweepers certified to meet the most current South Coast Air Quality Management District Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

- Rule 67.0.1: Architectural Coatings

  This rule prohibits the application of architectural coatings with a VOC content in excess of the corresponding limits below:

  (1) Flat Coatings – 50 grams/liter

  (2) Nonflat Coatings – 50 grams/liter

San Diego Regional Air Quality Strategy

In compliance with the California Clean Air Act, the SDAPCD prepared and submitted the 1991 Regional Air Quality Strategy (RAQS) to address San Diego County's nonattainment status for O_3. The RAQS addresses State O_3 standards. It is periodically updated as new measures become technologically feasible, improve air quality, or protect public health. These measures reduce O_3-forming emissions from stationary sources, such as industrial operations and manufacturing facilities. The individual measures in the RAQS are then developed into proposed rules that are reviewed by the public and considered for adoption by the SDAPCD Board. Once adopted, the SDAPCD assists affected facilities to understand and comply with new requirements that may affect their operations. The two pollutants addressed in the RAQS are VOCs and NO_X, which are precursors to the formation of ground level O_3.

The latest revision of the RAQS was published in 2022. The 2022 RAQS contains strategies to continue directly reducing emissions of ozone precursors in San Diego County, and assist in reducing particulate matter (PM) and greenhouse gases (GHGs) as a co-benefit. The primary requirement associated with the 2022 RAQS is to ensure that a revised emission control strategy contained in each RAQS be at least as effective in improving air quality as the control strategy being replaced. The proposed and scheduled measures included will provide additional direct emission reductions of ozone precursors (VOCs and NOx), as well as indirect reductions of GHG and PM emissions. SDAPCD has adopted/amended seven existing measures, proposed and scheduled eight measures in the next three years, and proposed 14 additional measures for further study in the next three years. All proposed measures will further reduce air pollution beyond levels established in the previous (2016) RAQS. Together, the proposed control measures scheduled for consideration are estimated to reduce VOC emissions by approximately 0.04 tons per day and NOx emissions by 0.59 tons per day. Consequently, the 2022 RAQS will provide additional emission reductions relative to the 2016 RAQS and, therefore, is more effective in improving air quality and meets all state requirements.

The SDAPCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the FCAA for nonattainment areas. The SIP includes the SDAPCD's plans and control measures for attaining the O_3 NAAQS. The latest revisions to the SIP were submitted by CARB to the EPA in 2020. The SDAPCD has developed its 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County, which provides plans for attaining and maintaining the 8-hour NAAQS for ozone. The 2020 SIP has been submitted to the EPA and is pending approval at this time.

The San Diego Association of Governments (SANDAG), the regional transportation planning agency, continues to implement regional transportation control measures to reduce motor vehicle use, thereby reducing emissions and improving air quality. The measures expand access to public transit, vanpools, and park-and-ride/bicycle facilities, as well as enhancements to the regional high-occupancy vehicle lane system.

Local

City of Oceanside

City of Oceanside General Plan

The *Oceanside General Plan* (General Plan) is the primary source of long-range planning and policy direction that will be used to guide growth and preserve the quality of life within the City of Oceanside. The City reformatted the General Plan in June 2002. The General Plan Environmental Resource Management Element contains policies related to the City's sustainable land development goals. The policy specifically related to air quality is as follows:

Environmental Resource Management Element

> **GOAL:** Evaluate the state of environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the healthy, safety, and welfare of present and future generations.
>
> **Objective:** Air Quality: Cooperate with County, State, and federal agencies in continuing programs of air quality improvement.

Air Quality Thresholds

As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management board or air pollution control district may be relied on to make the impact determinations for specific program elements. The SDAPCD has adopted numerical thresholds to analyze the significance of a project's construction and operational emissions. These thresholds are designed such that a project consistent with the thresholds would not have an individually or cumulatively significant impact to the SDAB's air quality. These thresholds are also used by planning agencies and local jurisdictions for comparative purposes when evaluating projects under CEQA. The significance thresholds for temporary construction and long-term operational emissions in the SDAB are shown in Table 2, *San Diego Air Pollution Control District Pollutant Thresholds*.

Table 2
San Diego Pollution Control District Emissions Thresholds

Phase	Pollutant (lbs/day)					
	ROG[1]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$[2]
Construction	75	250	550	250	100	55
Operation	75	250	550	250	100	55

Notes: ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter up to 10 microns; $PM_{2.5}$ = particulate matter up to 2.5 microns; lbs = pounds

1. Threshold of significance for VOCs from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley.
2. EPA "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the SCAQMD.

Source: County of San Diego Land Use and Environment Group, *Guidelines for Determining Significance and Report Format and Content Requirements for Air Quality, Table 5, Screening-Level Thresholds for Air Quality Impact Analysis*, March 2007.

The thresholds listed in Table 2 are used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. In the event that emissions exceed these thresholds, modeling would be required to demonstrate that the project's total air quality impacts result in ground-level concentrations below the CAAQS and NAAQS, including appropriate background levels. For nonattainment pollutants, if emissions exceed the thresholds shown in Table 2, the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality. If the emissions of the project are found to be below the screening level thresholds, it can be concluded that the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) THRESHOLDS

The environmental analysis in this memorandum is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it causes one or more of the following to occur:

- Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact AQ-1);
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable Federal or State ambient air quality standard (refer to Impact AQ-2);
- Expose sensitive receptors to substantial pollutant concentrations (refer to Impact AQ-3); and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Impact AQ-4).

Methodology

The Impact Analysis will estimate the construction-related and long-term operational air pollutant emissions of the proposed project based on construction schedule and land use types using the California Emissions Estimator Model version 2022.1 (CalEEMod). Air quality modeling was performed in general accordance with the statutory requirements outlined in the SDAPCD 2022 RAQS to identify both construction and operational emissions associated with the proposed project. Emissions estimates will be compared with the recommended thresholds of significance developed by the SDAPCD to determine if project emissions are likely to cause a significant adverse impact in regard to mass emissions of criteria pollutants, concentration-based health effects, and air quality attainment planning. The consistency with RAQS and SIP will also be analyzed. Impacts of the proposed project resulting in other emissions, such as those leading to odors, will be assessed qualitatively.

IMPACT ANALYSIS

AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As previously discussed, the SIP sets forth the State's strategies for attaining and maintaining the NAAQS. The SDAPCD is responsible for developing the San Diego portion of the SIP and has developed an attainment plan for attaining the 8-hour NAAQS for O_3. The 2022 RAQS sets forth the plans and programs designed to meet the State air quality standards. Through the 2022 RAQS and SIP planning processes, the SDAPCD adopts rules, regulations, and programs designed to achieve attainment of the ambient air quality standards and maintain air quality in the SDAB.

Conformance with the 2022 RAQS and SIP determines whether a project will conflict with or obstruct implementation of the applicable air quality plans. Because CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by local jurisdictions as part of their general plans, projects that propose development consistent with the growth anticipated by the general plan are assumed to be consistent with the 2022 RAQS and SIP. In the event a project proposes development which is less dense than anticipated within the general plan, the project would likewise be consistent with the 2022 RAQS and SIP.

According to the City of Oceanside *Land Use and Zoning Map Viewer*, the project site is designated Downtown (DT). Based on Redevelopment Project Area (Downtown) Map, the project site is located within the Downtown Redevelopment Project Area is designated D-2, Financial Center/Office Professional/Residential (Mixed Use). The project site is zoned Downtown, Subdistrict 2 (D-2). The D-2 zone provides for a financial center supported by professional offices; residential uses are permitted, where appropriate, as part of mixed-use development project. The project proposes to redevelop the site into a mixed-use development consisting of 206 multi-family units, of which five would be live-work units on the ground level.

Per Zoning Ordinance Section 1231, *Transit Oriented Development*, the area within 0.5-mile from the property boundaries of the Oceanside Transit Center is designated a Transit Overlay District (TOD). The location, design, configuration, and mix of uses in the TOD is intended to provide an alternative to traditional development by emphasizing a pedestrian-oriented environment and reinforcing the use of

public transportation. Mixed-use projects within the TOD may create its own development standards under a Mixed-Use Development Plan subject to approval. As such, a Mixed-Use Development Plan is a requested project entitlement. According to the City's Zoning Ordinance Section 1220, *Land Use Regulations by Subdistrict*, "Mixed Uses" is permitted in the D-2 zone with a Use Permit. Rather than a Use Permit, the project proposes a Mixed-Use Development Plan, which would allow the mixed-use development as well as establish site-specific development standards and waivers under the State Density Bonus Law. Upon City discretionary approval of the Mixed-Use Development Plan, the proposed project would be permitted within the D-2 designation and zone, and subsequently, consistent with the General Plan and Zoning Ordinance.

The proposed 206 dwelling unit-development would result in a population increase of 575 persons; refer to Appendix A, *Air Quality Emissions Data*. The SANDAG population and housing forecast for the City of Oceanside shows the population of 181,375 persons and 24,232 multiple family homes in the City by 2050.[3] The proposed project with 206 units and anticipated population increase of 575 persons would represent 0.31 percent of the anticipated population growth and 0.85 percent of the anticipated multiple family homes that will be built in the City by 2050. Therefore, the housing and population growth introduced by implementation of the proposed project would be well within the SANDAG and 2022 RAQS growth forecasts. Further, the proposed project would not permanently change the existing or planned transportation network or traffic patterns anywhere in the SDAB. As such, the proposed project would be consistent with the City's General Plan and SANDAG's growth projections. Based on the above, the proposed project would not result in an inconsistency with the 2022 RAQS. Therefore, a less than significant impact would occur in relation to implementation of the 2022 RAQS.

Mitigation Measures: No mitigation is required.

AQ-2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Less Than Significant Impact.

Short-Term Construction

The project involves construction activities associated with demolition, grading, building construction, paving, and architectural coating applications. The project would be constructed over approximately 31 months, beginning in April 2028. Additionally, approximately 41,000 cubic yards of cut would be exported off-site. Exhaust emission factors for typical diesel-powered heavy equipment are based on CalEEMod program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared using CalEEMod. Refer to Appendix A for the CalEEMod outputs and results. Table 3, *Short-Term Construction Emissions*, presents the anticipated daily short-term construction emissions.

[3] San Diego Association of Governments, *SANDAG Series 14 Regional Growth Forecast, City of Oceanside, https://datasurfer.sandag.org/dataoverview*, accessed October 24, 2022.

Table 3
Short-Term Construction Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1 (2028)						
Construction Related Emissions[2]	3.05	32.7	29.1	0.11	5.28	2.51
Year 2 (2029)						
Construction Related Emissions[2]	9.54	13.3	24.3	0.04	2.42	0.8
Year 3 (2030)						
Construction Related Emissions[2]	9.5	9.89	19.3	0.03	2.4	0.72
Maximum Daily Emissions	9.54	32.7	29.1	0.11	5.28	2.51
SDAPCD Thresholds	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, version 2022.1. Worst-case scenario between summer and winter conditions is presented as a conservative analysis.
2. Modeling assumptions include compliance with SDAPCD Rule 55, Fugitive Dust Control, which requires: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; limit speeds on unpaved roads to 15 miles per hour, etc.; the use of low VOC paint per SDAPCD Rule 67.1, *Architectural Coatings*, is included in CalEEMod version 2022.1 as default data.

Source: Refer to Appendix A, *Air Quality Emissions Data*, for detailed model data.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that 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 area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, site preparation, and construction is expected to be short-term and would cease upon project completion. It should be noted that most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and sulfur oxides (SO_X) combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55, *Fugitive Dust Control*, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. As depicted in Table 3, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SDAPCD thresholds during construction. Thus, construction-related air quality impacts would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions (e.g., NO_x and CO) from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As depicted in Table 3, construction equipment and worker vehicle exhaust emissions would be below the established SDAPCD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emission would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. As required, all architectural coatings for the proposed project structures would comply with SDAPCD Rule 67.0.1, *Architectural Coatings*. Rule 67.0.1 provides specifications on painting practices as well as regulates the ROG content of paint. It should be noted that SDAPCD Rule 67.1 is included in CalEEMod version 2022.1 as default data. Overall, ROG emissions associated with the proposed project would be less than significant; refer to Table 3.

Total Daily Construction Emissions

In accordance with the SDAPCD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. As indicated in Table 3, criteria pollutant emissions during construction of the proposed project would not exceed the SDAPCD significance thresholds. Thus, total construction related air emissions would be less than significant.

Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural

weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, serpentinite and ultramafic rocks are not known to occur within the project area.[4]

Long-Term (Operational) Emissions

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic, and emissions from stationary area and energy sources. To be conservative, emissions generated from the existing uses were not modeled or deducted from the project-generated emissions, except for mobile source. Emissions associated with each of these sources were calculated and are discussed below. Operational emissions generated by the proposed project were calculated with CalEEMod and are detailed in Table 4, *Long-Term Operational Air Emissions*.

Table 4
Long-Term Operational Air Emissions

Emissions Source	Pollutant (lbs/day)[1,4]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project Summer Emissions						
Mobile Emissions[3]	2.85	1.94	22.3	0.06	5.61	1.45
Area Source Emissions	14.5	2.78	63.5	0.16	6.8	6.55
Energy Emissions	0.02	0.37	0.16	< 0.01	0.03	0.03
Total Emissions[2]	***17.4***	***5.10***	***85.9***	***0.23***	***12.4***	***8.03***
SDAPCD Regional Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Proposed Project Winter Emissions						
Mobile Emissions[3]	2.81	2.13	20.9	0.06	5.61	1.45
Area Source Emissions	12.8	2.64	47.3	0.16	6.79	6.54
Energy Emissions	0.02	0.37	0.16	< 0.005	0.03	0.03
Total Emissions[2]	**15.6**	**5.14**	**68.3**	**0.22**	**12.4**	**8.02**
SDAPCD Regional Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, version 2022.1.
2. The mobile source emissions were calculated using the trip generation data provided in Stantec, *810 Mission Avenue Residential Project – Local Transportation Assessment*, *Table ES-1 Trip Generation Summary*, dated May 9, 2024.
3. The numbers may be slightly off due to rounding.

Source: Refer to Appendix A, *Air Quality Emissions Data*, for detailed model data.

[4] Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000, https://ww3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf, accessed October 24, 2022.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$); however, CO tends to be a localized pollutant, dispersing rapidly at the source. Based on the trip generation data provided in the *810 Mission Avenue Residential Project – Local Transportation Assessment*, prepared by Stantec and dated May 9, 2024, the proposed project would generate approximately 832 net average daily trips (ADT) on weekdays and weekends. As shown in Table 4, emissions generated by vehicle traffic associated with the project would not exceed established SDAPCD thresholds. Impacts from mobile source air emissions would be less than significant.

Area Source Emissions

Area source emissions would be generated from consumer products, architectural coating, and landscaping. As shown in Table 4, area source emissions from the proposed project would not exceed SDAPCD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in Table 4, energy source emissions from the proposed project would not exceed SDAPCD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NO_x affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the South Coast Air Quality Management District (SCAQMD),[5] the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley

[5] South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

Air Pollution Control District (SJVAPCD),[6] SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Therefore, for the purpose of this analysis, since the project would not exceed SDAPCD's thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts as well.

Mitigation Measures: No mitigation is required.

AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the project site are the single-family residences located approximately 60 feet to the northeast of the project boundary.

Toxic Air Contaminants

Construction

If a project has the potential to result in TAC emissions with a cancer risk greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. Project construction activities are anticipated to involve the operation of diesel-powered equipment, which would emit Diesel Particulate Matter (DPM). In 1998, the CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 30-year exposure period often is assumed. The project would mixed-use buildings while complying with the California Code of Regulations (CCR), Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by

[6] San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

reducing the time of idling to no more than five minutes. Implementation of these regulations would reduce the amount of DPM emissions from the construction of the project.

The nearest sensitive receptor to the project site is a single-family residence located approximately 60 feet to the northeast of the project boundary. However, health impacts on sensitive receptors associated with exposure to DPM from project construction are anticipated to be less than significant because construction activities are expected to occur well below the 30-year exposure period used in health risk assessments. Additionally, emissions would be short-term and intermittent in nature, and therefore would not generate TAC emissions at high enough exposure concentrations to represent a health hazard. Therefore, construction of the proposed project is not anticipated to result in an elevated cancer risk to nearby sensitive receptors and the impact would be less than significant.

Operations

The project would involve a construction and operation of a mixed-use development and would result in very limited operational activities with potential health risks, including occasional diesel truck trips for trash pickups and landscaping maintenance operations. None of these activities would result in the generation of excessive TAC emissions, or associated health risks from the project's operation. Therefore, operation of the proposed project is not anticipated to result in an elevated cancer risk to nearby sensitive receptors. Impacts would be less than significant in this regard.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SDAB is designated as an attainment area for the Federal and State CO standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions. CO emissions have continued to decline since this time. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A potential CO hotspot may occur at any location where the background CO concentration already exceeds 20 parts per million (ppm), which is the 1-hour California ambient air quality standard. As shown in Table 1, the closest monitoring station to the project site that monitors CO concentration is the San Diego-Rancho Carmel Drive Monitoring Station, and the maximum CO concentration was measured at 1.70 ppm in 2022. Given that the background CO concentration does not currently exceed 20 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Conclusion

As discussed above, the proposed project would not be a significant source of TAC or result in CO hotspot emissions impacts. As such, the project would not expose sensitive receptors to substantial pollutant concentrations and a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

AQ-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact.

Odor

Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. These compounds would be emitted in various amounts and at various locations during construction. The nearest sensitive receptors to the site include are the single-family residences located approximately 60 feet to the northeast of the project site. Odors are highest near the source and would quickly dissipate off-site. Additionally, any odors associated with construction would be temporary. In addition, the project would be required to comply with the California Code of Regulations, Title 13, *Sections 2449(d)(3) and 2485*, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. Thus, given the distance of the nearest sensitive receptors and fact that construction-related odorous emissions would be short-term and temporary, construction activities would result in less than significant impacts in this regard.

The project consists of mixed-use development and would not include land uses that would be sources of objectionable odors. In addition, the project would comply with SDAPCD Rule 51, *Nuisance*, which prohibits the emission of any material, including odors, which causes a nuisance to a considerable number of people or endangers the comfort, health or safety of the public. Thus, the potential for odor impacts associated with the project is less than significant.

Dust

Construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55, *Fugitive Dust Control*, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. With implementation of SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust.

As shown in in Table 3 and Table 4, project construction and operation would not generate any emissions that exceed SDAPCD thresholds. During construction, the highest concentration of particulate matter to be released would be 7.79 pounds per day (both PM_{10} and $PM_{2.5}$ combined) which would only occur during the first year of construction. During the operation phase of the project, the highest concentration of particulate matter would be 20.43 pounds per day (both PM_{10} and $PM_{2.5}$ combined). Therefore, the project

would not generate more than 100 pounds per day of particulate matter and this impact would be less than significant.

Mitigation Measures: No mitigation is required.

REFERENCES

Documents

1. California Air Resources Board, *ADAM Air Quality Data Statistics, http://www.arb.ca.gov/adam/*, accessed October 25, 2022.

2. California Air Resources Board, *AQMIS2: Air Quality Data, https://www.arb.ca.gov/aqmis2/aqdselect.php*, accessed October 25, 2022.

3. California Department of Finance, *Population and Housing Estimates for Cities*, Counties, and the State, 2011-2022 with 2010 Census Benchmark, http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed October 25, 2022.

4. City of Oceanside, *Land Use and Zoning Map Viewer, https://oceanside.maps.arcgis.com/apps/webappviewer/index.html?id=b3f0000402044ca1a724f84dda988d0e&extent=-13069787.2898%2C3915650.637%2C-13046856.1813%2C3933919.0868%2C102100*, accessed October 24, 2022.

5. County of San Diego Land Use and Environment Group, *Guidelines for Determining Significance and Report Format and Content Requirements for Air Quality, Table 5, Screening-Level Thresholds for Air Quality Impact Analysis*, March 2007.

6. Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report, August 2000, https://ww3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf*, accessed October 24, 2022.

7. San Diego Association of Governments, *SANDAG Series 14 Regional Growth Forecast, City of Oceanside, https://datasurfer.sandag.org/dataoverview*, accessed October 24, 2022.

8. San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2014.*

9. South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

10. Stantec, *810 Mission Avenue Residential Project – Local Transportation Assessment,* May 9, 2024.

Websites / Programs

1. Google Earth, 2024.

2. California Air Pollution Control Officers Association, California Emissions Estimator Model (CalEEMod), version 2022.1.

3.

Appendix A
Air Quality Emissions Data

810 Mission Avenue Project Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	810 Mission Avenue Project
Construction Start Date	4/10/2028
Operational Year	2030
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.90
Precipitation (days)	20.6
Location	33.197922, -117.377232
County	San Diego
City	Oceanside
Air District	San Diego County APCD
Air Basin	San Diego
TAZ	6231
EDFZ	12
Electric Utility	San Diego Gas & Electric
Gas Utility	San Diego Gas & Electric
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

Apartments High Rise	206	Dwelling Unit	1.00	326,647	15,713	—	575	—
Enclosed Parking Structure	255	Space	0.42	102,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Waste	S-1/S-2	Implement Waste Reduction Plan

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.	9.73	9.50	32.7	29.1	0.11	1.12	4.16	5.28	0.99	1.52	2.51	—	14,555	14,555	0.63	1.32	15.0	14,980
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.85	9.54	13.3	23.3	0.04	0.36	2.19	2.42	0.33	0.52	0.80	—	5,372	5,372	0.18	0.22	0.19	5,440
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.55	5.41	8.99	12.6	0.03	0.29	1.37	1.63	0.26	0.37	0.62	—	3,762	3,762	0.15	0.27	2.00	3,848
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.01	0.99	1.64	2.30	0.01	0.05	0.25	0.30	0.05	0.07	0.11	—	623	623	0.02	0.04	0.33	637

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	3.95	3.05	32.7	29.1	0.11	1.12	4.16	5.28	0.99	1.52	2.51	—	14,555	14,555	0.63	1.32	15.0	14,980
2029	2.43	2.07	13.2	24.3	0.04	0.36	1.97	2.33	0.33	0.47	0.80	—	5,471	5,471	0.17	0.21	6.56	5,545
2030	9.73	9.50	9.77	19.3	0.03	0.21	2.19	2.40	0.20	0.52	0.72	—	4,778	4,778	0.14	0.21	6.39	4,852
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	1.89	1.60	9.58	16.9	0.03	0.24	1.86	2.11	0.23	0.45	0.67	—	4,330	4,330	0.14	0.21	0.18	4,396
2029	9.85	9.54	13.3	23.3	0.04	0.36	2.19	2.42	0.33	0.52	0.80	—	5,372	5,372	0.18	0.22	0.19	5,440
2030	9.73	9.49	9.89	18.3	0.03	0.21	2.19	2.40	0.20	0.52	0.72	—	4,669	4,669	0.14	0.22	0.17	4,737
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	1.28	1.04	8.99	10.6	0.03	0.29	1.34	1.63	0.26	0.37	0.62	—	3,762	3,762	0.15	0.27	1.86	3,848
2029	2.64	2.43	6.95	12.6	0.02	0.17	1.37	1.54	0.15	0.33	0.48	—	3,204	3,204	0.10	0.15	2.00	3,253
2030	5.55	5.41	6.00	11.2	0.02	0.13	1.31	1.44	0.12	0.31	0.43	—	2,864	2,864	0.09	0.13	1.68	2,907
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.23	0.19	1.64	1.93	0.01	0.05	0.25	0.30	0.05	0.07	0.11	—	623	623	0.02	0.04	0.31	637
2029	0.48	0.44	1.27	2.30	< 0.005	0.03	0.25	0.28	0.03	0.06	0.09	—	531	531	0.02	0.02	0.33	539
2030	1.01	0.99	1.10	2.04	< 0.005	0.02	0.24	0.26	0.02	0.06	0.08	—	474	474	0.01	0.02	0.28	481

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	3.95	3.05	32.7	29.1	0.11	1.12	4.16	5.28	0.99	1.52	2.51	—	14,555	14,555	0.63	1.32	15.0	14,980
2029	2.43	2.07	13.2	24.3	0.04	0.36	1.97	2.33	0.33	0.47	0.80	—	5,471	5,471	0.17	0.21	6.56	5,545
2030	9.73	9.50	9.77	19.3	0.03	0.21	2.19	2.40	0.20	0.52	0.72	—	4,778	4,778	0.14	0.21	6.39	4,852
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	1.89	1.60	9.58	16.9	0.03	0.24	1.86	2.11	0.23	0.45	0.67	—	4,330	4,330	0.14	0.21	0.18	4,396
2029	9.85	9.54	13.3	23.3	0.04	0.36	2.19	2.42	0.33	0.52	0.80	—	5,372	5,372	0.18	0.22	0.19	5,440
2030	9.73	9.49	9.89	18.3	0.03	0.21	2.19	2.40	0.20	0.52	0.72	—	4,669	4,669	0.14	0.22	0.17	4,737
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	1.28	1.04	8.99	10.6	0.03	0.29	1.34	1.63	0.26	0.37	0.62	—	3,762	3,762	0.15	0.27	1.86	3,848
2029	2.64	2.43	6.95	12.6	0.02	0.17	1.37	1.54	0.15	0.33	0.48	—	3,204	3,204	0.10	0.15	2.00	3,253
2030	5.55	5.41	6.00	11.2	0.02	0.13	1.31	1.44	0.12	0.31	0.43	—	2,864	2,864	0.09	0.13	1.68	2,907
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.23	0.19	1.64	1.93	0.01	0.05	0.25	0.30	0.05	0.07	0.11	—	623	623	0.02	0.04	0.31	637
2029	0.48	0.44	1.27	2.30	< 0.005	0.03	0.25	0.28	0.03	0.06	0.09	—	531	531	0.02	0.02	0.33	539
2030	1.01	0.99	1.10	2.04	< 0.005	0.02	0.24	0.26	0.02	0.06	0.08	—	474	474	0.01	0.02	0.28	481

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.	23.2	17.4	5.10	85.9	0.23	6.87	5.57	12.4	6.62	1.41	8.03	1,216	10,713	11,929	15.3	0.27	15.6	12,407
Mit.	23.2	17.4	5.10	85.9	0.23	6.87	5.57	12.4	6.62	1.41	8.03	1,154	10,713	11,867	9.15	0.27	15.6	12,191

% Reduced	—	—	—	—	—	—	—	—	—	—	—	5%	—	1%	40%	—	—	2%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	21.3	15.6	5.14	68.3	0.22	6.86	5.57	12.4	6.61	1.41	8.02	1,216	10,395	11,611	15.3	0.28	2.68	12,080
Mit.	21.3	15.6	5.14	68.3	0.22	6.86	5.57	12.4	6.61	1.41	8.02	1,154	10,395	11,549	9.16	0.28	2.68	11,865
% Reduced	—	—	—	—	—	—	—	—	—	—	—	5%	—	1%	40%	—	—	2%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.9	12.4	3.14	39.6	0.10	1.60	5.50	7.10	1.54	1.40	2.94	348	8,611	8,958	11.2	0.28	8.06	9,329
Mit.	13.9	12.4	3.14	39.6	0.10	1.60	5.50	7.10	1.54	1.40	2.94	286	8,611	8,897	5.06	0.28	8.06	9,113
% Reduced	—	—	—	—	—	—	—	—	—	—	—	18%	—	1%	55%	—	—	2%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.54	2.26	0.57	7.23	0.02	0.29	1.00	1.30	0.28	0.25	0.54	57.5	1,426	1,483	1.86	0.05	1.33	1,544
Mit.	2.54	2.26	0.57	7.23	0.02	0.29	1.00	1.30	0.28	0.25	0.54	47.3	1,426	1,473	0.84	0.05	1.33	1,509
% Reduced	—	—	—	—	—	—	—	—	—	—	—	18%	—	1%	55%	—	—	2%

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	3.12	2.85	1.94	22.3	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	6,025	6,025	0.25	0.22	13.3	6,109
Area	20.0	14.5	2.78	63.5	0.16	6.80	—	6.80	6.55	—	6.55	1,120	2,435	3,555	5.28	< 0.005	—	3,688

Energy	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,171	2,171	0.14	0.01	—	2,178
Water	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Waste	—	—	—	—	—	—	—	—	—	—	—	82.1	0.00	82.1	8.21	0.00	—	287
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	23.2	17.4	5.10	85.9	0.23	6.87	5.57	12.4	6.62	1.41	8.03	1,216	10,713	11,929	15.3	0.27	15.6	12,407
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.08	2.81	2.13	20.9	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	5,757	5,757	0.26	0.23	0.34	5,832
Area	18.1	12.8	2.64	47.3	0.16	6.79	—	6.79	6.54	—	6.54	1,120	2,386	3,505	5.28	< 0.005	—	3,638
Energy	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,171	2,171	0.14	0.01	—	2,178
Water	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Waste	—	—	—	—	—	—	—	—	—	—	—	82.1	0.00	82.1	8.21	0.00	—	287
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	21.3	15.6	5.14	68.3	0.22	6.86	5.57	12.4	6.61	1.41	8.02	1,216	10,395	11,611	15.3	0.28	2.68	12,080
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.04	2.77	2.11	20.9	0.06	0.04	5.50	5.54	0.04	1.40	1.43	—	5,798	5,798	0.26	0.23	5.72	5,878
Area	10.8	9.59	0.66	18.6	0.04	1.53	—	1.53	1.47	—	1.47	252	560	812	1.19	< 0.005	—	842
Energy	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,171	2,171	0.14	0.01	—	2,178
Water	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Waste	—	—	—	—	—	—	—	—	—	—	—	82.1	0.00	82.1	8.21	0.00	—	287
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	13.9	12.4	3.14	39.6	0.10	1.60	5.50	7.10	1.54	1.40	2.94	348	8,611	8,958	11.2	0.28	8.06	9,329
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.56	0.51	0.38	3.81	0.01	0.01	1.00	1.01	0.01	0.25	0.26	—	960	960	0.04	0.04	0.95	973
Area	1.98	1.75	0.12	3.39	0.01	0.28	—	0.28	0.27	—	0.27	41.6	92.8	134	0.20	< 0.005	—	139
Energy	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	359	359	0.02	< 0.005	—	361
Water	—	—	—	—	—	—	—	—	—	—	—	2.30	13.6	15.9	0.24	0.01	—	23.5

Waste	—	—	—	—	—	—	—	—	—	—	—	13.6	0.00	13.6	1.36	0.00	—	47.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	2.54	2.26	0.57	7.23	0.02	0.29	1.00	1.30	0.28	0.25	0.54	57.5	1,426	1,483	1.86	0.05	1.33	1,544

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	3.12	2.85	1.94	22.3	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	6,025	6,025	0.25	0.22	13.3	6,109
Area	20.0	14.5	2.78	63.5	0.16	6.80	—	6.80	6.55	—	6.55	1,120	2,435	3,555	5.28	< 0.005	—	3,688
Energy	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,171	2,171	0.14	0.01	—	2,178
Water	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Waste	—	—	—	—	—	—	—	—	—	—	—	20.5	0.00	20.5	2.05	0.00	—	71.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	23.2	17.4	5.10	85.9	0.23	6.87	5.57	12.4	6.62	1.41	8.03	1,154	10,713	11,867	9.15	0.27	15.6	12,191
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.08	2.81	2.13	20.9	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	5,757	5,757	0.26	0.23	0.34	5,832
Area	18.1	12.8	2.64	47.3	0.16	6.79	—	6.79	6.54	—	6.54	1,120	2,386	3,505	5.28	< 0.005	—	3,638
Energy	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,171	2,171	0.14	0.01	—	2,178
Water	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Waste	—	—	—	—	—	—	—	—	—	—	—	20.5	0.00	20.5	2.05	0.00	—	71.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	21.3	15.6	5.14	68.3	0.22	6.86	5.57	12.4	6.61	1.41	8.02	1,154	10,395	11,549	9.16	0.28	2.68	11,865
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	3.04	2.77	2.11	20.9	0.06	0.04	5.50	5.54	0.04	1.40	1.43	—	5,798	5,798	0.26	0.23	5.72	5,878
Area	10.8	9.59	0.66	18.6	0.04	1.53	—	1.53	1.47	—	1.47	252	560	812	1.19	< 0.005	—	842
Energy	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,171	2,171	0.14	0.01	—	2,178
Water	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Waste	—	—	—	—	—	—	—	—	—	—	—	20.5	0.00	20.5	2.05	0.00	—	71.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	13.9	12.4	3.14	39.6	0.10	1.60	5.50	7.10	1.54	1.40	2.94	286	8,611	8,897	5.06	0.28	8.06	9,113
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.56	0.51	0.38	3.81	0.01	0.01	1.00	1.01	0.01	0.25	0.26	—	960	960	0.04	0.04	0.95	973
Area	1.98	1.75	0.12	3.39	0.01	0.28	—	0.28	0.27	—	0.27	41.6	92.8	134	0.20	< 0.005	—	139
Energy	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	359	359	0.02	< 0.005	—	361
Water	—	—	—	—	—	—	—	—	—	—	—	2.30	13.6	15.9	0.24	0.01	—	23.5
Waste	—	—	—	—	—	—	—	—	—	—	—	3.40	0.00	3.40	0.34	0.00	—	11.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	2.54	2.26	0.57	7.23	0.02	0.29	1.00	1.30	0.28	0.25	0.54	47.3	1,426	1,473	0.84	0.05	1.33	1,509

3. Construction Emissions Details

3.1. Demolition (2028) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.29	1.92	16.9	19.0	0.04	0.66	—	0.66	0.60	—	0.60	—	4,285	4,285	0.17	0.03	—	4,300
Demolition	—	—	—	—	—	—	2.09	2.09	—	0.32	0.32	—	—	—	—	—	—	—

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	0.28	0.23	2.04	2.29	< 0.005	0.08	—	0.08	0.07	—	0.07	—	517	517	0.02	< 0.005	—	518
Demolition	—	—	—	—	—	—	0.25	0.25	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.37	0.42	< 0.005	0.01	—	0.01	0.01	—	0.01	—	85.5	85.5	< 0.005	< 0.005	—	85.8
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.04	0.58	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	135	135	< 0.005	< 0.005	0.40	137
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	0.18	0.06	3.24	1.29	0.02	0.05	0.72	0.77	0.03	0.20	0.23	—	2,579	2,579	0.12	0.42	4.81	2,711
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.02	15.7

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.40	0.16	< 0.005	0.01	0.09	0.09	< 0.005	0.02	0.03	—	311	311	0.01	0.05	0.25	327
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.56	2.56	< 0.005	< 0.005	< 0.005	2.59
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	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	51.5	51.5	< 0.005	0.01	0.04	54.1

3.2. Demolition (2028) - 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	2.29	1.92	16.9	19.0	0.04	0.66	—	0.66	0.60	—	0.60	—	4,285	4,285	0.17	0.03	—	4,300
Demolition	—	—	—	—	—	—	2.09	2.09	—	0.32	0.32	—	—	—	—	—	—	—
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	0.28	0.23	2.04	2.29	< 0.005	0.08	—	0.08	0.07	—	0.07	—	517	517	0.02	< 0.005	—	518
Demolition	—	—	—	—	—	—	0.25	0.25	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.37	0.42	< 0.005	0.01	—	0.01	0.01	—	0.01	—	85.5	85.5	< 0.005	< 0.005	—	85.8
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.04	0.58	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	135	135	< 0.005	< 0.005	0.40	137
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	0.18	0.06	3.24	1.29	0.02	0.05	0.72	0.77	0.03	0.20	0.23	—	2,579	2,579	0.12	0.42	4.81	2,711
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.02	15.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.40	0.16	< 0.005	0.01	0.09	0.09	< 0.005	0.02	0.03	—	311	311	0.01	0.05	0.25	327
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.56	2.56	< 0.005	< 0.005	< 0.005	2.59
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	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	51.5	51.5	< 0.005	0.01	0.04	54.1

3.3. Grading (2028) - Unmitigated

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

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

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.34	2.81	22.9	24.5	0.06	0.97	—	0.97	0.89	—	0.89	—	6,611	6,611	0.27	0.05	—	6,634
Dust From Material Movemen	—	—	—	—	—	—	1.85	1.85	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	0.34	2.76	2.96	0.01	0.12	—	0.12	0.11	—	0.11	—	797	797	0.03	0.01	—	800
Dust From Material Movemen	—	—	—	—	—	—	0.22	0.22	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.50	0.54	< 0.005	0.02	—	0.02	0.02	—	0.02	—	132	132	0.01	< 0.005	—	132
Dust From Material Movemen	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.68	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	157	157	< 0.005	0.01	0.47	159
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.54	0.18	9.79	3.90	0.05	0.15	2.16	2.31	0.10	0.59	0.69	—	7,788	7,788	0.35	1.26	14.5	8,187
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.0	18.0	< 0.005	< 0.005	0.02	18.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	0.02	1.22	0.47	0.01	0.02	0.26	0.28	0.01	0.07	0.08	—	939	939	0.04	0.15	0.76	986
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.99	2.99	< 0.005	< 0.005	< 0.005	3.03
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	0.22	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	155	155	0.01	0.03	0.13	163

3.4. Grading (2028) - 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	3.34	2.81	22.9	24.5	0.06	0.97	—	0.97	0.89	—	0.89	—	6,611	6,611	0.27	0.05	—	6,634

Dust From Material Movemen	—	—	—	—	—	—	1.85	1.85	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	0.34	2.76	2.96	0.01	0.12	—	0.12	0.11	—	0.11	—	797	797	0.03	0.01	—	800
Dust From Material Movemen	—	—	—	—	—	—	0.22	0.22	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.50	0.54	< 0.005	0.02	—	0.02	0.02	—	0.02	—	132	132	0.01	< 0.005	—	132
Dust From Material Movemen	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.68	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	157	157	< 0.005	0.01	0.47	159
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.54	0.18	9.79	3.90	0.05	0.15	2.16	2.31	0.10	0.59	0.69	—	7,788	7,788	0.35	1.26	14.5	8,187

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.0	18.0	< 0.005	< 0.005	0.02	18.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	0.02	1.22	0.47	0.01	0.02	0.26	0.28	0.01	0.07	0.08	—	939	939	0.04	0.15	0.76	986
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.99	2.99	< 0.005	< 0.005	< 0.005	3.03
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	0.22	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	155	155	0.01	0.03	0.13	163

3.5. Building Construction (2028) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.93	7.89	9.88	0.02	0.23	—	0.23	0.21	—	0.21	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.93	7.89	9.88	0.02	0.23	—	0.23	0.21	—	0.21	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.12	2.65	0.01	0.06	—	0.06	0.06	—	0.06	—	483	483	0.02	< 0.005	—	485
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.39	0.48	< 0.005	0.01	—	0.01	0.01	—	0.01	—	80.0	80.0	< 0.005	< 0.005	—	80.2
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	0.72	0.65	0.47	7.41	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,716	1,716	0.03	0.06	5.13	1,740
Vendor	0.07	0.03	1.12	0.53	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	908	908	0.03	0.13	1.85	950
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	0.71	0.64	0.53	6.49	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,620	1,620	0.03	0.06	0.13	1,640
Vendor	0.07	0.03	1.16	0.55	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	909	909	0.03	0.13	0.05	948
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	0.19	0.17	0.14	1.76	0.00	0.00	0.43	0.43	0.00	0.10	0.10	—	438	438	0.01	0.02	0.59	444
Vendor	0.02	0.01	0.31	0.14	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	244	244	0.01	0.04	0.21	254
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	0.03	0.03	0.32	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	72.6	72.6	< 0.005	< 0.005	0.10	73.5

Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	40.3	40.3	< 0.005	0.01	0.04	42.1
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

3.6. Building Construction (2028) - 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	1.12	0.93	7.89	9.88	0.02	0.23	—	0.23	0.21	—	0.21	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.93	7.89	9.88	0.02	0.23	—	0.23	0.21	—	0.21	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.12	2.65	0.01	0.06	—	0.06	0.06	—	0.06	—	483	483	0.02	< 0.005	—	485
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.39	0.48	< 0.005	0.01	—	0.01	0.01	—	0.01	—	80.0	80.0	< 0.005	< 0.005	—	80.2
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	0.72	0.65	0.47	7.41	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,716	1,716	0.03	0.06	5.13	1,740
Vendor	0.07	0.03	1.12	0.53	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	908	908	0.03	0.13	1.85	950
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	0.71	0.64	0.53	6.49	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,620	1,620	0.03	0.06	0.13	1,640
Vendor	0.07	0.03	1.16	0.55	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	909	909	0.03	0.13	0.05	948
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	0.19	0.17	0.14	1.76	0.00	0.00	0.43	0.43	0.00	0.10	0.10	—	438	438	0.01	0.02	0.59	444
Vendor	0.02	0.01	0.31	0.14	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	244	244	0.01	0.04	0.21	254
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	0.03	0.03	0.32	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	72.6	72.6	< 0.005	< 0.005	0.10	73.5
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	40.3	40.3	< 0.005	0.01	0.04	42.1
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

3.7. Building Construction (2029) - Unmitigated

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

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

Off-Road Equipment	1.07	0.89	7.62	9.82	0.02	0.21	—	0.21	0.19	—	0.19	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.89	7.62	9.82	0.02	0.21	—	0.21	0.19	—	0.19	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.45	7.01	0.01	0.15	—	0.15	0.14	—	0.14	—	1,286	1,286	0.05	0.01	—	1,291
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	0.99	1.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	213	213	0.01	< 0.005	—	214
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.69	0.63	0.41	6.99	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,686	1,686	0.03	0.06	4.62	1,710
Vendor	0.06	0.03	1.06	0.52	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	882	882	0.03	0.12	1.64	922
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	0.69	0.62	0.48	6.10	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,593	1,593	0.03	0.06	0.12	1,612

Vendor	0.06	0.03	1.11	0.52	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	883	883	0.03	0.12	0.04	921
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	0.48	0.44	0.34	4.42	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,148	1,148	0.02	0.05	1.42	1,163
Vendor	0.04	0.02	0.78	0.37	< 0.005	0.01	0.18	0.18	< 0.005	0.05	0.05	—	630	630	0.02	0.09	0.51	658
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	0.09	0.08	0.06	0.81	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.24	193
Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	104	104	< 0.005	0.01	0.08	109
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 (2029) - 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	1.07	0.89	7.62	9.82	0.02	0.21	—	0.21	0.19	—	0.19	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.89	7.62	9.82	0.02	0.21	—	0.21	0.19	—	0.19	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.45	7.01	0.01	0.15	—	0.15	0.14	—	0.14	—	1,286	1,286	0.05	0.01	—	1,291
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	0.99	1.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	213	213	0.01	< 0.005	—	214
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.69	0.63	0.41	6.99	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,686	1,686	0.03	0.06	4.62	1,710
Vendor	0.06	0.03	1.06	0.52	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	882	882	0.03	0.12	1.64	922
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	0.69	0.62	0.48	6.10	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,593	1,593	0.03	0.06	0.12	1,612
Vendor	0.06	0.03	1.11	0.52	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	883	883	0.03	0.12	0.04	921
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	0.48	0.44	0.34	4.42	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,148	1,148	0.02	0.05	1.42	1,163
Vendor	0.04	0.02	0.78	0.37	< 0.005	0.01	0.18	0.18	< 0.005	0.05	0.05	—	630	630	0.02	0.09	0.51	658
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	0.09	0.08	0.06	0.81	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.24	193

Vendor	0.01	< 0.005	0.14	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	104	104	< 0.005	0.01	0.08	109
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 (2030) - 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	1.04	0.87	7.48	9.79	0.02	0.20	—	0.20	0.18	—	0.18	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04	0.87	7.48	9.79	0.02	0.20	—	0.20	0.18	—	0.18	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.53	4.61	6.04	0.01	0.12	—	0.12	0.11	—	0.11	—	1,110	1,110	0.05	0.01	—	1,114
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	0.12	0.10	0.84	1.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	184	184	0.01	< 0.005	—	184
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	0.62	0.61	0.41	6.57	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,658	1,658	0.03	0.06	4.13	1,682
Vendor	0.06	0.03	1.02	0.49	0.01	0.01	0.25	0.25	0.01	0.07	0.08	—	854	854	0.03	0.12	1.44	893
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	0.62	0.60	0.47	5.75	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,566	1,566	0.03	0.06	0.11	1,586
Vendor	0.06	0.03	1.05	0.51	0.01	0.01	0.25	0.25	0.01	0.07	0.08	—	855	855	0.03	0.12	0.04	893
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	0.37	0.37	0.26	3.58	0.00	0.00	0.98	0.98	0.00	0.23	0.23	—	974	974	0.02	0.04	1.10	987
Vendor	0.04	0.02	0.65	0.31	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.05	—	527	527	0.02	0.08	0.38	550
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.65	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	161	161	< 0.005	0.01	0.18	163
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	87.2	87.2	< 0.005	0.01	0.06	91.1
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 (2030) - 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	1.04	0.87	7.48	9.79	0.02	0.20	—	0.20	0.18	—	0.18	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04	0.87	7.48	9.79	0.02	0.20	—	0.20	0.18	—	0.18	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.53	4.61	6.04	0.01	0.12	—	0.12	0.11	—	0.11	—	1,110	1,110	0.05	0.01	—	1,114
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	0.12	0.10	0.84	1.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	184	184	0.01	< 0.005	—	184
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	0.62	0.61	0.41	6.57	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,658	1,658	0.03	0.06	4.13	1,682
Vendor	0.06	0.03	1.02	0.49	0.01	0.01	0.25	0.25	0.01	0.07	0.08	—	854	854	0.03	0.12	1.44	893
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	0.62	0.60	0.47	5.75	0.00	0.00	1.62	1.62	0.00	0.38	0.38	—	1,566	1,566	0.03	0.06	0.11	1,586

Vendor	0.06	0.03	1.05	0.51	0.01	0.01	0.25	0.25	0.01	0.07	0.08	—	855	855	0.03	0.12	0.04	893
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	0.37	0.37	0.26	3.58	0.00	0.00	0.98	0.98	0.00	0.23	0.23	—	974	974	0.02	0.04	1.10	987
Vendor	0.04	0.02	0.65	0.31	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.05	—	527	527	0.02	0.08	0.38	550
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.65	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	161	161	< 0.005	0.01	0.18	163
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	87.2	87.2	< 0.005	0.01	0.06	91.1
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 (2029) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	0.42	4.03	6.48	0.01	0.14	—	0.14	0.13	—	0.13	—	991	991	0.04	0.01	—	994
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	0.51	0.42	4.03	6.48	0.01	0.14	—	0.14	0.13	—	0.13	—	991	991	0.04	0.01	—	994
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	0.03	0.03	0.24	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.7	59.7	< 0.005	< 0.005	—	59.9
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.89	9.89	< 0.005	< 0.005	—	9.92
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	0.05	0.04	0.03	0.46	0.00	0.00	0.11	0.11	0.00	0.02	0.02	—	110	110	< 0.005	< 0.005	0.30	112
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	0.04	0.04	0.03	0.40	0.00	0.00	0.11	0.11	0.00	0.02	0.02	—	104	104	< 0.005	< 0.005	0.01	105
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	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.33	6.33	< 0.005	< 0.005	0.01	6.42
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.05	1.05	< 0.005	< 0.005	< 0.005	1.06
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 (2029) - 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	0.51	0.42	4.03	6.48	0.01	0.14	—	0.14	0.13	—	0.13	—	991	991	0.04	0.01	—	994
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	0.51	0.42	4.03	6.48	0.01	0.14	—	0.14	0.13	—	0.13	—	991	991	0.04	0.01	—	994
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	0.03	0.03	0.24	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.7	59.7	< 0.005	< 0.005	—	59.9
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.89	9.89	< 0.005	< 0.005	—	9.92
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	0.05	0.04	0.03	0.46	0.00	0.00	0.11	0.11	0.00	0.02	0.02	—	110	110	< 0.005	< 0.005	0.30	112
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	0.04	0.04	0.03	0.40	0.00	0.00	0.11	0.11	0.00	0.02	0.02	—	104	104	< 0.005	< 0.005	0.01	105
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	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.33	6.33	< 0.005	< 0.005	0.01	6.42
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.05	1.05	< 0.005	< 0.005	< 0.005	1.06
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 (2029) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.79	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	7.77	7.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.02	0.13	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.7	21.7	< 0.005	< 0.005	—	21.8
Architectural Coatings	1.26	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	3.59	3.59	< 0.005	< 0.005	—	3.60
Architectural Coatings	0.23	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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	0.14	0.12	0.10	1.22	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	319	319	0.01	0.01	0.02	322
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	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52.2	52.2	< 0.005	< 0.005	0.06	52.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.64	8.64	< 0.005	< 0.005	0.01	8.76
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 (2029) - 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	0.12	0.10	0.79	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	7.77	7.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.02	0.13	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.7	21.7	< 0.005	< 0.005	—	21.8
Architectural Coatings	1.26	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	3.59	3.59	< 0.005	< 0.005	—	3.60
Architectural Coatings	0.23	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.14	0.12	0.10	1.22	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	319	319	0.01	0.01	0.02	322

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	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52.2	52.2	< 0.005	< 0.005	0.06	52.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.64	8.64	< 0.005	< 0.005	0.01	8.76
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

3.15. Architectural Coating (2030) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.78	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	7.77	7.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.78	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134

Architect Coatings	7.77	7.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.07	0.06	0.44	0.62	< 0.005	0.01	—	0.01	0.01	—	0.01	—	75.0	75.0	< 0.005	< 0.005	—	75.2
Architectural Coatings	4.36	4.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.4	12.4	< 0.005	< 0.005	—	12.5
Architectural Coatings	0.80	0.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.12	0.12	0.08	1.31	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	332	332	0.01	0.01	0.83	336
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	0.12	0.12	0.09	1.15	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	313	313	0.01	0.01	0.02	317
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	0.07	0.07	0.05	0.65	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	178	178	< 0.005	0.01	0.20	180
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.4	29.4	< 0.005	< 0.005	0.03	29.8
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

3.16. Architectural Coating (2030) - 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	0.12	0.10	0.78	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	7.77	7.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.78	1.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134

Architectural	7.77	7.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.07	0.06	0.44	0.62	< 0.005	0.01	—	0.01	0.01	—	0.01	—	75.0	75.0	< 0.005	< 0.005	—	75.2
Architectural Coatings	4.36	4.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.4	12.4	< 0.005	< 0.005	—	12.5
Architectural Coatings	0.80	0.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.12	0.12	0.08	1.31	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	332	332	0.01	0.01	0.83	336
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	0.12	0.12	0.09	1.15	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	313	313	0.01	0.01	0.02	317
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	0.07	0.07	0.05	0.65	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	178	178	< 0.005	0.01	0.20	180
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.4	29.4	< 0.005	< 0.005	0.03	29.8
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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	3.12	2.85	1.94	22.3	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	6,025	6,025	0.25	0.22	13.3	6,109
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	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	3.12	2.85	1.94	22.3	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	6,025	6,025	0.25	0.22	13.3	6,109

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	3.08	2.81	2.13	20.9	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	5,757	5,757	0.26	0.23	0.34	5,832
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	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	3.08	2.81	2.13	20.9	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	5,757	5,757	0.26	0.23	0.34	5,832
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.56	0.51	0.38	3.81	0.01	0.01	1.00	1.01	0.01	0.25	0.26	—	960	960	0.04	0.04	0.95	973
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	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	0.56	0.51	0.38	3.81	0.01	0.01	1.00	1.01	0.01	0.25	0.26	—	960	960	0.04	0.04	0.95	973

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	3.12	2.85	1.94	22.3	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	6,025	6,025	0.25	0.22	13.3	6,109
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	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	3.12	2.85	1.94	22.3	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	6,025	6,025	0.25	0.22	13.3	6,109

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	3.08	2.81	2.13	20.9	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	5,757	5,757	0.26	0.23	0.34	5,832
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	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	3.08	2.81	2.13	20.9	0.06	0.04	5.57	5.61	0.04	1.41	1.45	—	5,757	5,757	0.26	0.23	0.34	5,832
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.56	0.51	0.38	3.81	0.01	0.01	1.00	1.01	0.01	0.25	0.26	—	960	960	0.04	0.04	0.95	973
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	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	0.56	0.51	0.38	3.81	0.01	0.01	1.00	1.01	0.01	0.25	0.26	—	960	960	0.04	0.04	0.95	973

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,127	1,127	0.06	0.01	—	1,131
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	576	576	0.03	< 0.005	—	578

Total	—	—	—	—	—	—	—	—	—	—	—	—	1,703	1,703	0.10	0.01	—	1,709
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,127	1,127	0.06	0.01	—	1,131
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	576	576	0.03	< 0.005	—	578
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,703	1,703	0.10	0.01	—	1,709
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	187	187	0.01	< 0.005	—	187
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	95.4	95.4	0.01	< 0.005	—	95.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	282	282	0.02	< 0.005	—	283

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,127	1,127	0.06	0.01	—	1,131
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	576	576	0.03	< 0.005	—	578
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,703	1,703	0.10	0.01	—	1,709

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,127	1,127	0.06	0.01	—	1,131
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	576	576	0.03	< 0.005	—	578
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,703	1,703	0.10	0.01	—	1,709
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	187	187	0.01	< 0.005	—	187
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	95.4	95.4	0.01	< 0.005	—	95.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	282	282	0.02	< 0.005	—	283

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	467	467	0.04	< 0.005	—	469
Enclosed Parking Structure	0.00	0.00	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	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	467	467	0.04	< 0.005	—	469

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	467	467	0.04	< 0.005	—	469
Enclosed Parking Structure	0.00	0.00	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	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	467	467	0.04	< 0.005	—	469
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	77.4	77.4	0.01	< 0.005	—	77.6
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	77.4	77.4	0.01	< 0.005	—	77.6

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	467	467	0.04	< 0.005	—	469
Enclosed Parking Structure	0.00	0.00	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	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	467	467	0.04	< 0.005	—	469

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	467	467	0.04	< 0.005	—	469
Enclosed Parking Structure	0.00	0.00	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	0.04	0.02	0.37	0.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	467	467	0.04	< 0.005	—	469
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	77.4	77.4	0.01	< 0.005	—	77.6
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	77.4	77.4	0.01	< 0.005	—	77.6

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	10.6	5.23	2.64	47.3	0.16	6.79	—	6.79	6.54	—	6.54	1,120	2,386	3,505	5.28	< 0.005	—	3,638
Consumer Products	6.99	6.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.56	0.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.86	1.74	0.15	16.2	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.5	49.5	< 0.005	< 0.005	—	49.7
Total	20.0	14.5	2.78	63.5	0.16	6.80	—	6.80	6.55	—	6.55	1,120	2,435	3,555	5.28	< 0.005	—	3,688
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	10.6	5.23	2.64	47.3	0.16	6.79	—	6.79	6.54	—	6.54	1,120	2,386	3,505	5.28	< 0.005	—	3,638
Consumer Products	6.99	6.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.56	0.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	18.1	12.8	2.64	47.3	0.16	6.79	—	6.79	6.54	—	6.54	1,120	2,386	3,505	5.28	< 0.005	—	3,638
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.43	0.21	0.11	1.94	0.01	0.28	—	0.28	0.27	—	0.27	41.6	88.7	130	0.20	< 0.005	—	135
Consumer Products	1.28	1.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.17	0.16	0.01	1.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.04	4.04	< 0.005	< 0.005	—	4.06
Total	1.98	1.75	0.12	3.39	0.01	0.28	—	0.28	0.27	—	0.27	41.6	92.8	134	0.20	< 0.005	—	139

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	10.6	5.23	2.64	47.3	0.16	6.79	—	6.79	6.54	—	6.54	1,120	2,386	3,505	5.28	< 0.005	—	3,638
Consumer Products	6.99	6.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.56	0.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.86	1.74	0.15	16.2	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.5	49.5	< 0.005	< 0.005	—	49.7
Total	20.0	14.5	2.78	63.5	0.16	6.80	—	6.80	6.55	—	6.55	1,120	2,435	3,555	5.28	< 0.005	—	3,688
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	10.6	5.23	2.64	47.3	0.16	6.79	—	6.79	6.54	—	6.54	1,120	2,386	3,505	5.28	< 0.005	—	3,638
Consumer Products	6.99	6.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.56	0.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	18.1	12.8	2.64	47.3	0.16	6.79	—	6.79	6.54	—	6.54	1,120	2,386	3,505	5.28	< 0.005	—	3,638
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.43	0.21	0.11	1.94	0.01	0.28	—	0.28	0.27	—	0.27	41.6	88.7	130	0.20	< 0.005	—	135
Consumer Products	1.28	1.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.17	0.16	0.01	1.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.04	4.04	< 0.005	< 0.005	—	4.06
Total	1.98	1.75	0.12	3.39	0.01	0.28	—	0.28	0.27	—	0.27	41.6	92.8	134	0.20	< 0.005	—	139

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	2.30	13.6	15.9	0.24	0.01	—	23.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.30	13.6	15.9	0.24	0.01	—	23.5

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.9	82.0	95.8	1.43	0.03	—	142
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme High Rise	—	—	—	—	—	—	—	—	—	—	—	2.30	13.6	15.9	0.24	0.01	—	23.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.30	13.6	15.9	0.24	0.01	—	23.5

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts High Rise	—	—	—	—	—	—	—	—	—	—	—	82.1	0.00	82.1	8.21	0.00	—	287
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	82.1	0.00	82.1	8.21	0.00	—	287
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts High Rise	—	—	—	—	—	—	—	—	—	—	—	82.1	0.00	82.1	8.21	0.00	—	287
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	82.1	0.00	82.1	8.21	0.00	—	287

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	13.6	0.00	13.6	1.36	0.00	—	47.6
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.6	0.00	13.6	1.36	0.00	—	47.6

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	20.5	0.00	20.5	2.05	0.00	—	71.8
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.5	0.00	20.5	2.05	0.00	—	71.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	20.5	0.00	20.5	2.05	0.00	—	71.8
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.5	0.00	20.5	2.05	0.00	—	71.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartment High Rise	—	—	—	—	—	—	—	—	—	—	—	3.40	0.00	3.40	0.34	0.00	—	11.9
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.40	0.00	3.40	0.34	0.00	—	11.9

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39	0.39

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)

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	4/10/2028	6/8/2028	5.00	44.0	—
Grading	Grading	6/10/2028	8/10/2028	5.00	44.0	—
Building Construction	Building Construction	8/17/2028	11/11/2030	5.00	583	—
Paving	Paving	3/8/2029	4/6/2029	5.00	22.0	—
Architectural Coating	Architectural Coating	10/10/2029	10/14/2030	5.00	264	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Scrapers	Diesel	Average	1.00	8.00	423	0.48
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	2.00	7.00	84.0	0.37
Grading	Cranes	Diesel	Average	1.00	8.00	367	0.29
Grading	Off-Highway Trucks	Diesel	Average	1.00	8.00	376	0.38
Grading	Other Construction Equipment	Diesel	Average	1.00	8.00	196	1.00
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	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	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	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	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Scrapers	Diesel	Average	1.00	8.00	423	0.48
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	2.00	7.00	84.0	0.37
Grading	Cranes	Diesel	Average	1.00	8.00	367	0.29
Grading	Off-Highway Trucks	Diesel	Average	1.00	8.00	376	0.38
Grading	Other Construction Equipment	Diesel	Average	1.00	8.00	196	1.00
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	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	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	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	12.0	LDA,LDT1,LDT2
Demolition	Vendor	—	7.63	HHDT,MHDT
Demolition	Hauling	38.6	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	17.5	12.0	LDA,LDT1,LDT2
Grading	Vendor	—	7.63	HHDT,MHDT
Grading	Hauling	116	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	191	12.0	LDA,LDT1,LDT2
Building Construction	Vendor	38.7	7.63	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	12.0	LDA,LDT1,LDT2
Paving	Vendor	—	7.63	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	38.2	12.0	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.63	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	12.0	LDA,LDT1,LDT2
Demolition	Vendor	—	7.63	HHDT,MHDT
Demolition	Hauling	38.6	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	17.5	12.0	LDA,LDT1,LDT2
Grading	Vendor	—	7.63	HHDT,MHDT
Grading	Hauling	116	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	191	12.0	LDA,LDT1,LDT2
Building Construction	Vendor	38.7	7.63	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	12.0	LDA,LDT1,LDT2
Paving	Vendor	—	7.63	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	38.2	12.0	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	7.63	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

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

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	661,460	220,487	823	91.5	1,098

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	6,786	—
Grading	0.00	41,000	44.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.42

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction

Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments High Rise	—	0%
Enclosed Parking Structure	0.42	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2028	0.00	589	0.03	< 0.005
2029	0.00	589	0.03	< 0.005
2030	0.00	589	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments High Rise	823	823	823	300,395	7,894	7,894	7,894	2,881,429
Enclosed Parking Structure	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

Apartments High Rise	823	823	823	300,395	7,894	7,894	7,894	2,881,429
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	0
Gas Fireplaces	113
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	21
Conventional Wood Stoves	0
Catalytic Wood Stoves	10
Non-Catalytic Wood Stoves	10
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	0
Gas Fireplaces	113
Propane Fireplaces	0

Electric Fireplaces	0
No Fireplaces	21
Conventional Wood Stoves	0
Catalytic Wood Stoves	10
Non-Catalytic Wood Stoves	10
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
661460.1749999999	220,487	823	91.5	1,098

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

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

Apartments High Rise	698,519	589	0.0330	0.0040	1,458,158
Enclosed Parking Structure	357,146	589	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments High Rise	698,519	589	0.0330	0.0040	1,458,158
Enclosed Parking Structure	357,146	589	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments High Rise	7,237,413	286,999
Enclosed Parking Structure	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments High Rise	7,237,413	286,999
Enclosed Parking Structure	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments High Rise	152	—
Enclosed Parking Structure	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments High Rise	38.1	—
Enclosed Parking Structure	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
Apartments High 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 High 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
Apartments High 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 High 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

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	7.71	annual days of extreme heat
Extreme Precipitation	2.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	21.9	annual hectares burned

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

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

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

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	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 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	29.9
AQ-PM	49.8
AQ-DPM	90.7
Drinking Water	54.3
Lead Risk Housing	49.8
Pesticides	0.00
Toxic Releases	15.6
Traffic	72.5
Effect Indicators	—
CleanUp Sites	42.6
Groundwater	70.3

Haz Waste Facilities/Generators	7.35
Impaired Water Bodies	83.0
Solid Waste	35.7
Sensitive Population	—
Asthma	31.1
Cardio-vascular	49.3
Low Birth Weights	15.0
Socioeconomic Factor Indicators	—
Education	52.3
Housing	50.3
Linguistic	44.4
Poverty	68.6
Unemployment	70.9

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	38.58591043
Employed	52.13653279
Median HI	29.38534582
Education	—
Bachelor's or higher	59.05299628
High school enrollment	0.115488259
Preschool enrollment	95.7141024
Transportation	—
Auto Access	17.29757475

Active commuting	80.14885153
Social	—
2-parent households	0.731425638
Voting	47.61965867
Neighborhood	—
Alcohol availability	4.516874118
Park access	81.35506224
Retail density	80.05902733
Supermarket access	87.25779546
Tree canopy	10.61208777
Housing	—
Homeownership	10.18863082
Housing habitability	56.62774285
Low-inc homeowner severe housing cost burden	79.66123444
Low-inc renter severe housing cost burden	80.16168356
Uncrowded housing	60.05389452
Health Outcomes	—
Insured adults	54.27948159
Arthritis	20.2
Asthma ER Admissions	38.3
High Blood Pressure	40.5
Cancer (excluding skin)	36.4
Asthma	23.6
Coronary Heart Disease	19.3
Chronic Obstructive Pulmonary Disease	12.3
Diagnosed Diabetes	34.4
Life Expectancy at Birth	26.1

Cognitively Disabled	21.0
Physically Disabled	21.0
Heart Attack ER Admissions	36.2
Mental Health Not Good	28.5
Chronic Kidney Disease	27.1
Obesity	39.2
Pedestrian Injuries	98.6
Physical Health Not Good	32.6
Stroke	22.5
Health Risk Behaviors	—
Binge Drinking	32.5
Current Smoker	28.0
No Leisure Time for Physical Activity	38.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	79.9
Children	56.6
Elderly	27.8
English Speaking	67.4
Foreign-born	16.0
Outdoor Workers	33.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	9.9
Traffic Density	92.4
Traffic Access	71.0
Other Indices	—
Hardship	44.7

Other Decision Support	—
2016 Voting	55.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	51.0
Healthy Places Index Score for Project Location (b)	14.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Per site plan, project summary, and PD. Total site acreage is 1.42 acres.
Construction: Construction Phases	Per applicant provided construction questionnaire dated April 2024.
Construction: Off-Road Equipment	per construction questionnaire
Operations: Vehicle Data	Per project specific transportation analysis dated May 9, 2024
Operations: Hearths	No wood burning fireplaces.