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Memorandum

To: Izzak Mireles, Senior Planner, City of San Juan Capistrano

CC: --

From: Kasey Kitowski

Re: French Hotel 2025 Air Quality and Noise Study Conclusions

Date: June 15, 2026

This memorandum evaluates whether existing conditions in the vicinity of the French Hotel project site, located at 31841 to 31871 Camino Capistrano, have substantially changed since the Air Quality Analysis and Noise and Vibration Analysis were prepared on November 24, 2025. The purpose of this evaluation is to determine if the conclusions and analysis contained in the November 2025 memorandums remain valid.

Air Quality Memorandum Evaluation

In order to identify changes in the existing setting, MIG conducted a review of proposed developments in San Juan Capistrano, and found that new sensitive receptors have not been placed in the vicinity of the project site at a distance closer than the receptors that were evaluated in the 2025 Air Quality Analysis (i.e., residential receptors approximately 75 feet from the project site). Therefore, the 2025 memorandum continues to evaluate the worst-case exposure. Additionally, the SCAMQD has not published new meteorological data since the preparation of the Air Quality Analysis, and wind conditions such as the prevailing wind direction would not have changed (SCAQMD 2025). Finally, the regulatory setting, such as the South Coast Air Quality Management District (SCAQMD) rules referenced in the Air Quality Analysis and the SCAQMD's 2022 Air Quality Management Plan have not been updated. Therefore, no substantial changes to conditions identified in the 2025 Air Quality Analysis have occurred, and the analysis and conclusions in the memorandum remain valid.

Noise Memorandum Evaluation

As discussed in the Air Quality Memorandum Evaluation above, no additional sensitive receptors have been placed in the vicinity of the project site at a distance closer than the receptors that were evaluated in the 2025 Noise and Vibration Analysis. Therefore, the 2025 memorandum still evaluates worst-case exposure to construction and operational noise. Additionally, the regulatory setting remains current. Section 9-3.531 of the City's Municipal Code and the Noise Element of the General Plan, which were used to evaluate if the proposed project would have significant impacts, have not been updated since the preparation of the 2025 noise memorandum.

The 2025 noise memorandum contains noise monitoring from April 2023. While changes have occurred in the vicinity of the project site since the monitoring was conducted, noise levels are not expected to have substantially changed. A review of aerial images from Google Earth showed that construction of the River Street Marketplace, a multi-building commercial development located west of the residences along Los Rios Street, was completed after the 2023 noise monitoring. The development is approximately 200 feet to 580 feet from the project

site,[1] which would allow for noise from the commercial uses to attenuate with distance. Additionally, noise from the commercial development would be shielded by the residences along Los Rios Street. The noise levels from commercial uses, which would be lowered by distance and shielding, would not substantially increase noise levels along the western portion of the project site, where the rail line would be the predominant noise source, or the eastern portion of the project site, which would have additional distance attenuation and where vehicle traffic from Camino Capistrano would be the predominant noise source. The commercial development, as well as overall potential population growth since 2023, could increase the amount of vehicles on local roadways. However, based on the modeling conducted for the River Street Marketplace, noise levels from Camino Capistrano, the roadway bordering the project site, would increase by less than 1 dBA at a distance of 50 feet from the roadway centerline under 2040 conditions, which includes the General Plan buildout plus trips from the commercial development (City of San Juan Capistrano, 2019). Therefore, ambient noise levels at the project site are not expected to have substantially changed from the 2023 conditions included in the 2025 memorandum. No substantial changes to conditions identified in the 2025 Noise and Vibration Analysis have occurred, and the analysis and conclusions in the memorandum remain valid.

References

The following references were used to prepare this memorandum.

City of San Juan Capistrano 2019. River Street Marketplace Project Draft Environmental Impact Report, Volume III, Appendix H, State Clearinghouse No. 2018011019. San Juan Capistrano, CA. January 2019. Available online at: <https://www.sanjuancapistrano.org/241/River-Street Marketplace>

MIG 2025a. Air Quality Analysis for French Hotel Project. November 24, 2025.

MIG 2025b. Noise and Vibration Analysis for French Hotel Project. November 24, 2025.

SCAQMD 2025. Health Risk Assessment Tool and AERMOD-Ready Meteorological Data Files. AERMOD-Ready Meteorological Files and Background Concentrations. https://www.aqmd.gov/assets/aermet/AERMET_files_And_HRA_Tool.html

[1] The commercial development is approximately 200 feet from the project site at its nearest point (i.e., the distance from the western property line of the project site to the eastern property line of the River Street Marketplace) and approximately 580 feet from the project site at its furthest point (i.e., the distance from the western property line of the project site to the western property line of the River Street Marketplace). There is approximately 975 feet from the northeastern portion of the project site to the southwestern portion of the River Street Marketplace.

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Memo

To: Izzak Mireles, Senior Planner, City of San Juan Capistrano

CC: --

From: Kasey Kitowski

Date: November 24, 2025

SUBJECT: Air Quality Analysis for French Hotel Project

MIG, Inc. (MIG) has prepared this memorandum at the request of the City of San Juan Capistrano. This memorandum estimates the potential air quality emissions for the proposed French Hotel Project (proposed project) and evaluates project emissions against applicable South Coast Air Quality Management District (SCAQMD)-recommended California Environmental Quality Act (CEQA) significance thresholds. As described in detail in this memorandum, the proposed project would not result in any significant air quality impacts.

PROJECT DESCRIPTION

The proposed project involves the construction of a multi-building hotel development at 31841 – 31871 Camino Capistrano, in the central portion of the City of San Juan Capistrano. The project site is a partially developed, 1.68-acre site comprised of three land parcels (APN 121-150-28, -29, and -30) that is bound by Camino Capistrano to the east, an Amtrak/Metrolink railway to the west, and commercial uses to the north and south. The eastern portion of the site, at street level, has a higher elevation than the western portion of the site. Interstate 5 (I-5) and State Route 74 (SR-74) are located approximately 0.2 miles and 0.3 miles east of the project site, respectively.

The proposed project site contains two historical adobe structures (the Domingo Yorba Adobe and the Manuel Garcia Adobe), structural additions to the adobes, and a garage barn. The site is currently used as a residence. The project would redevelop the site into a hotel property, revitalize the two adobe structures into hotel and hotel amenity buildings, and construct six additional hotel buildings, a courtyard, a spa, a pool with a shade structure, a building housing a 66-stall mechanical car-lift, and a five-space parking lot. The project would include 13 electric vehicle capable stalls[1] and would have connectivity to the Amtrak/Metrolink train station. Refer to Attachment 1 for the proposed project site plan (Bickel Group Architecture, 2025).

The proposed project would follow the site's existing uneven elevation where the western portion of the site by the rail line is lower in elevation than the eastern portion of the site by Camino Capistrano. Four of the project buildings (Buildings 1, 1A, 2, and 4; see Table 1 below) would be located at street-level in the eastern portion of the site while two of the project buildings (Buildings 3 and 5; see Table 1 below) would be built on grade at rail-level in the western portion of the site. Two of the buildings (Buildings 1A and 2, see Table 1 below) that would be located at street-level would have basements accessible at rail-level. Using the natural grade of the site avoids the need for extensive excavation for the basements. In total, the proposed hotel development would have

[1] One electric vehicle capable stall would be located in the parking lot, while the remaining stalls would be part of the mechanical car- lift.

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five buildings with 70 hotel rooms, three ancillary use buildings including a restaurant (see Table 1), and a car-lift parking structure. The total square footage of the buildings would be approximately 55,801 square feet.

Table 1: Project Building Descriptions

Building Name	Use	Stories	Hotel Keys	Building Area (sq ft)
Building 1	Hotel and Ancillary Use	2	2	3,400
Building 1A	Restaurant	1(A)	0	2,925
Building 2	Restaurant/Event Space	1(A)	0	6,274
Building 3(B)	Hotel	3	67	39,249
Building 4	Hotel and Dining Area	1	1	1,493
Building 5	Car Lift	1(C))	0	2,460
Total			**70**	**55,801**

Source: Bickel Group Architecture 2025
(A) The one-story building would also have a basement level below. .
(B) Building 3 would consist of Buildings 3A, 3B, and 3C, which would have 16 keys, 31 keys, and 20 keys, respectively.
(C) The car lift located inside the building would have six levels.

The proposed courtyard, which would include a pool, spa, landscaped area, would be located in the western portion of the site, and would be surrounded by the three wings of Building 3 to the north, east, and south. There would be approximately 13,450 square feet of landscaping throughout the site. A driveway in the northeastern corner of the site would provide site access from Camino Capistrano. This driveway would lead to the small parking lot in the northern portion of the site and to the car-lift in the southern portion of the site, which would be operated by valets.

The proposed project is anticipated to include minor demolition, renovation of the historical adobes, and new construction activities. The project would demolish the structural addition portions of the two adobes and the entirety of the existing barn, the materials from which would be salvaged and reused in the new hotel development. Project construction is anticipated to begin as soon as 2026 and last approximately 12 months (see Table 2). Project operation is anticipated to begin in 2027.

Table 2: French Hotel Project Construction Activities

Construction Phase	Construction Schedule	Anticipated Equipment Used
Demolition	January 2026	Excavators
Site Preparation	January 2026 – February 2026	Dozer, Water Truck, Loader
Grading	February 2026	Dozer, Water Truck, Loader
Trenching	February 2026	Backhoe, Dump Truck
Building Construction (Foundation)	February 2026– March 2026	Backhoe, Concrete Pump
Building Construction (Vertical)	March 2026 – September 2026	Telehandler, Lift
Building Construction (MEP/Other)	September 2026 – November 2026	Telehandler, Lift
Paving	November 2026	Cement and Mortar Mixer, Paver, Roller, Paving Equipment, Backhoe
Architectural Coating	November 2026 – December 2026	Air Compressor

The proposed project's air quality impacts are evaluated below.

AIR QUALITY ANALYSIS

The proposed project is located within the South Coast Air Basin (Basin), where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as criteria pollutants). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. The U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and the SCAQMD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- **Attainment.** A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Air pollution levels are measured at monitoring stations located throughout the Basin. Table 3, *South Coast Air Basin Attainment Status*, summarizes the Basin's attainment status for the NAAQS and CAAQS.

Table 3: South Coast Air Basin Attainment Status		
Pollutant	**Attainment Status(A)**	
	NAAQS	**CAAQS**
O_3 (1-hr)	Nonattainment	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10} (24-hr and Annual)	Attainment	Nonattainment
$PM_{2.5}$ (24-hr)	Nonattainment	--
$PM_{2.5}$ (Annual)(B)	Nonattainment	Nonattainment
CO	Attainment (Maintenance)	Attainment
NO_2 (1-hr)	Attainment	Attainment
NO_2 (Annual)	Attainment (Maintenance)	Attainment
SO_2	Attainment	Attainment
Lead	Partial Nonattainment	Attainment
Visibility Reducing Particles	--	Unclassified
SO_4	--	Attainment
H_2S	--	Attainment

Source: SCAQMD, 2018

(A) This table summarizes the Basin's attainments status for the NAAQS and CAAQS (as of September 2018). This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Refer to the table source for detailed information on the NAAQS and CAAQS.

(B) Nonattainment status for the annual $PM_{2.5}$ NAAQS is based on the 2012 annual standard of 12 $\mu g/m^3$. On February 7, 2024, the U.S. EPA lowered the primary annual average health-based standard for $PM_{2.5}$ from 12 $\mu g/m^3$ to 9 $\mu g/m^3$. The Basin has not been designated attainment or nonattainment of this standard yet. The U.S. EPA generally makes initial attainment/nonattainment designations within 2 years of the issuance of a new standard.

The proposed project would generate both short-term construction emissions and long-term operational emissions. The SCAQMD adopts rules that establish permissible air pollutant emissions levels for a variety of business, processes, operations, and products to subject to Federal and State air quality requirements. In general, the proposed project and its potential emissions sources would be subject to the following State and SCAQMD rules:

- **SCAQMD Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **SCAQMD Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **SCAQMD Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **SCAQMD Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.

- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the District unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.

These SCAQMD rules would serve to limit and control the proposed project's potential to emit air pollutants. As described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed SCAQMD-recommended pollutant thresholds.

Regional Construction and Operational Emissions

The construction of the proposed project would include demolition, site preparation, grading, trenching, building construction, paving, and architectural coating work.

The proposed project's potential construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version (V.) 2022.1.1.33. Construction duration and the amount of equipment used during construction were generated using CalEEMod default assumptions and modified as necessary to reflect the following project-specific context, information, and details:

- Construction phases such as Trenching, Building Construction (Foundation), and Building Construction (Vertical and MEP/Other) were added to the construction schedule, and the trenching phase was set to occur concurrently with the grading phase.
- Construction equipment, including equipment horsepower, for each phase was replaced with project-specific information provided by the applicant.
- The amount of soil expected to be imported onto the project site (3,800 cubic yards) and the amount of demolition expected to occur (2,425 square feet) were added to the model.
- Vendor trips were added to the site preparation phase and decreased from default values from the building construction (foundation) phase to reflect information provided by the applicant.
- Fugitive dust control measures were incorporated into the model consistent with requirements contained in SCAQMD Rule 403, Fugitive Dust.

The proposed project's maximum daily unmitigated construction emissions are shown in Table 4, *Unmitigated Maximum Daily Regional Construction Emissions*. Refer to Attachment 2 for CalEEMod output files and detailed construction emissions assumptions.

Table 4: **Unmitigated Maximum Daily Regional Construction Emissions**

Construction Season	**Maximum Pollutant Emissions (Pounds Per Day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer 2026	0.7	6.3	11.5	<0.1	0.6	0.3
Winter 2026	51.0	23.0	19.7	0.1	5.5	2.5
SCAQMD Regional Threshold[(A)]	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: MIG, 2025 (See Attachment 2) and SCAQMD, 2023

As shown in Table 4, the proposed project's maximum daily, unmitigated criteria air pollutant emissions would be well below the SCAQMD's recommended regional pollutant thresholds.

Project construction, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds.

Once operational, the proposed project would generate long-term emissions from the following sources:

- **"Area" Sources.** The proposed project would generate emissions from small area sources, including landscaping equipment, the use of consumer products (e.g., paints, cleaners, and fertilizers) that result in the evaporation of chemicals into the atmosphere during product use.
- **Energy Use and Consumption**. The proposed project would generate emissions from the combustion of natural gas in water and space heating equipment.
- **Mobile Sources.** The proposed project would generate emissions from vehicles traveling to and from the project site.

The proposed project's operational emissions were also estimated using CalEEMod, V. 2022.1.1.33. The modeling is based on the project's first full year of operations (assumed to be 2027), using default data assumptions generated by CalEEMod, modified as necessary to reflect the following project-specific context, information, and details:

- Project-specific land use information (i.e., lot acreage, building square footage, etc.) was applied to the model;
- The hotel land use vehicle trip rate was updated to reflect project trip generation consistent with the traffic report (LLG 2025). Vehicle trips were not modeled for the restaurant and swimming pool land uses, as these land uses function to support the hotel instead of being separate destinations. Off-road equipment (one diesel forklift) was added to the model.

Additionally, operational emissions from a stake bed truck, assumed to travel 5 miles per day at 5 miles per hour, were estimated using EMFAC.

The proposed project's maximum daily unmitigated operational emissions are shown in Table 5, *Unmitigated Maximum Daily Regional Operational Emissions*. Please refer to Attachment 2 for CalEEMod output files and detailed construction emissions assumptions.

Table 5: **Unmitigated Maximum Daily Regional Operational Emissions**						
Emissions Source	**Maximum Daily Pollutant Emission (Pounds Per Day)(A)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	1.7	<0.1	2.4	<0.1	<0.1	<0.1
Energy Demand	<0.1	0.8	0.7	<0.1	0.1	0.1
Mobile Sources	1.3	1.1	11.6	<0.1	3.1	0.8
Off-Road Emissions(B)	0.1	0.7	1.0	<0.1	<0.1	<0.1
Total Daily Emissions(C)	3.1	2.5	15.7	<0.1	3.1	0.9
SCAQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: MIG, 2025 (See Attachment 2) and SCAQMD, 2023.

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. Maximum daily ROG and CO emissions occur during the summer. Maximum daily NO_X emissions occur during the winter. In general, due to rounding, there is no difference between summer and winter SO_2, PM_{10}, and $PM_{2.5}$ emissions levels for the purposes of this table.

(B) Off-Road emissions includes both the off-road forklift estimated in CalEEMod and the on-road stake bed truck expected to be used onsite, estimated using EMFAC.

(C) Totals may not equal due to rounding.

As shown in Table 5, the proposed project's maximum daily, unmitigated operational criteria air pollutant emissions would be well below the SCAQMD's-recommended regional pollutant thresholds. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds.

Localized Construction and Operational Emissions

In addition to regional CEQA thresholds, the SCAQMD has also developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, which would result in significant adverse localized air quality impacts.

The project's maximum daily construction emissions are compared against the SCAQMD's-recommended LSTs thresholds in Table 6, *Local Significance Threshold (LST) Construction Analysis*. Consistent with the SCAQMD's LST methodology, the emissions included in the construction LST analysis are on-site emissions only. The LSTs presented in this analysis are for source receptor area (SRA) 21 (Capistrano Valley), the SRA in which the proposed project is located. Table 6 compares the project's onsite emissions with SRA 21 LSTs based on a receptor distance of 25 meters (82 feet), the closest LST receptor distance thresholds recommended for use by the SCAQMD, and a project size of 1.0 acre.

Table 6: Local Significance Threshold Construction Analysis				
Construction Phase[A, B]	**Maximum Pollutant Emissions (Pounds Per Day)**			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition	3.0	9.0	0.1	0.1
Site Preparation	9.0	9.7	2.6	1.5
Grading	9.8	10.4	3.0	1.7
Trenching	3.1	4.3	0.1	0.1
Building Construction (Foundation)	3.8	6.3	0.1	0.1
Building Construction (Vertical)	5.9	10.1	0.3	0.2
Building Construction (MEP/Other)	5.1	9.3	0.3	0.2
Paving	4.4	6.5	0.2	0.2
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD LST[C]	**91**	**696**	**4**	**3**
Exceeds Threshold?	***No***	***No***	***No***	***No***

Source: MIG, 2025 (See Attachment 2) and SCAQMD, 2023.

(A) Emissions estimated using CalEEMod, v. 2022.1.1.33. Estimates are based on default model assumptions unless otherwise noted in this document.

(B) Emissions presented are worst-case emissions and may reflect summer or winter emission levels. In general, due to rounding, there is no difference between summer and winter emission levels for the purposes of this table.

(C) The LSTs are based on 1.0-acre project size and 25-meter receptor distance.

As shown in Table 6, the proposed project's construction emissions would not exceed the SCAQMD's recommended construction LSTs. Project construction, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD local CEQA thresholds.

Typically, operations-related LSTs become a concern when there are substantial on-site stationary or on-site mobile sources (e.g., heavy duty or idling trucks) that could impact surrounding receptors, which is not the case for the proposed project. Nonetheless, the proposed project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs in Table 7, *Local Significance Threshold Operational Analysis*.

Table 7: **Local Significance Threshold Operational Analysis**				
Emissions	**Maximum On-Site Pollutant Emissions (Pounds Per Day)** (A)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	<0.1	2.4	<0.1	<0.1
Energy Sources	0.8	0.7	0.1	0.1
Mobile Sources(B)	<0.1	0.2	0.1	<0.1
Off-Road Vehicles	0.7	1.0	<0.1	<0.1
Total On-site Emissions(C)	1.5	4.3	0.2	0.1
SCAQMD LST(D)	**91**	**696**	**1**	**1**
Threshold Exceeded?	***No***	***No***	***No***	***No***

Source: MIG 2025 (see Attachment 2) and SCAQMD, 2023.

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels.

(B) Mobile source emissions estimates reflect potential on-site vehicle emissions only and were derived by assuming 2% of operational mobile source emissions in Table 5 will occur on site.

(C) Totals may not equal due to rounding.

(D) LST threshold is conservatively based on a 1.0-acre project size and 25-meter (82-foot) receptor distance.

As shown in Table 7, the proposed project's on-site operational emissions would not exceed the SCAQMD's recommended operational LSTs. Project operations, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD local CEQA thresholds.

Sensitive Air Quality Receptors/Health Risks

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as Hazardous Air Pollutants (HAPs) (by U.S. EPA) or Toxic Air Contaminants (TACs) (by CARB), respectively. These pollutants can cause severe health effects at very low concentrations (non-cancer effects), and many are suspected or confirmed carcinogens (i.e., can cause cancer). People exposed to HAPs/TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing non-carcinogenic health effects such as damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and/or other health problems. The SCAQMD identifies sensitive receptors as populations more susceptible to the effects of air pollution than the general population. Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors. The potential sensitive air quality receptors adjacent or in close proximity to the perimeter of the project area (i.e., within 1,000 feet) [2] include:

- Veterans Park, approximately 68 feet east of the site
- Single-family residences along Los Rios Street, approximately 75 feet west and southwest of the site
- Historic Town Center Park, approximately 280 feet east of the site

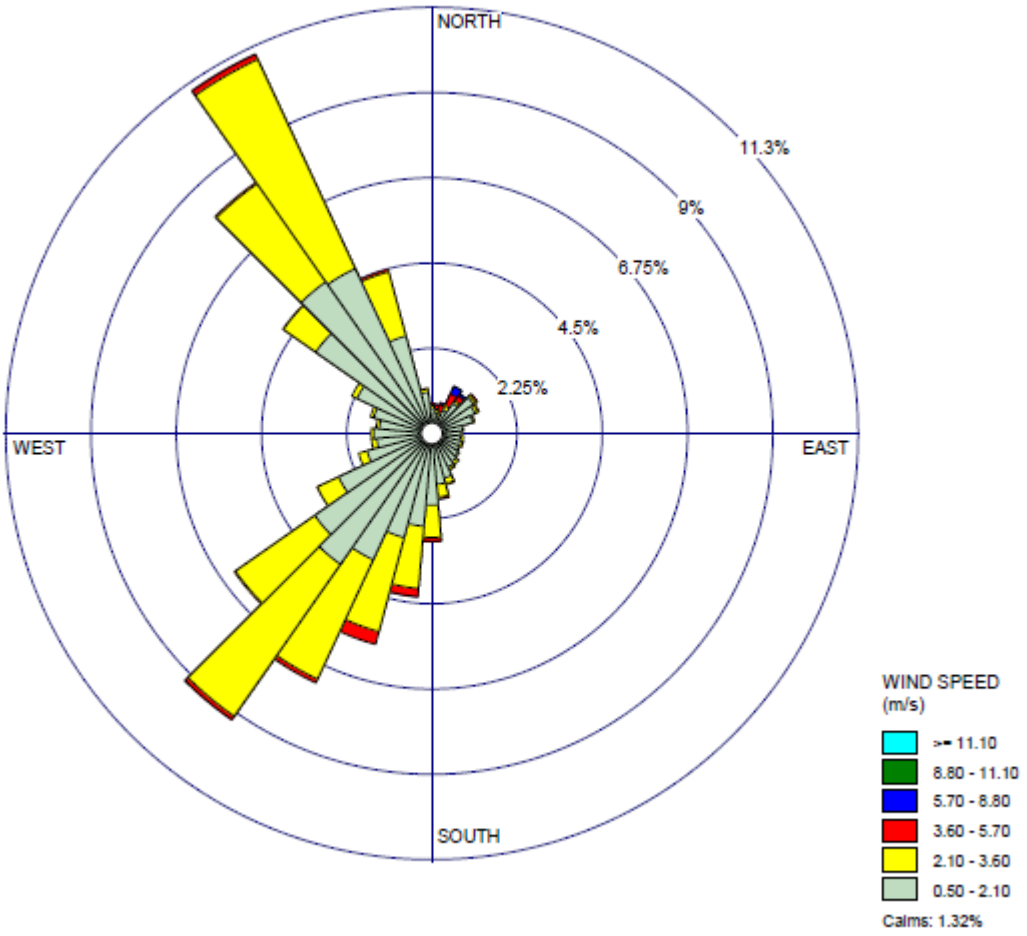
[2] Measurement is based on the distance between the nearest property lines of the project site and receptors.

- Farm School OC, approximately 300 feet northwest of the site
- Los Rios Park, approximately 440 feet northwest of the site
- Good Neighbors Park, approximately 920 feet southwest of the site
- San Juan Elementary School, approximately 930 feet northeast of the site
- Single-family residences along Calle Lucana, approximately 970 feet west of the project site

A portion of the PM_{10} and $PM_{2.5}$ emissions generated during construction of the project would be diesel particulate matter, or DPM, a known TAC. Although the project would emit TACs near sensitive receptors, the project's construction activities would not expose these receptors to concentrations of DPM that would pose a substantial adverse health risk for several reasons. First, potential long-term adverse health risks from DPM are typically evaluated over a 30-year period that assumes near-constant exposure to emissions 24 hours a day, seven days a week; however, in the case of the proposed project, construction activities occur intermittently on a daily basis and last only approximately one year and, therefore, have only a limited potential to generated and expose sensitive receptors to DPM emissions. In addition, the nearest school to the project site, Farm School OC, consists of classes and programs that are typically held for three hours, resulting in less exposure than a typical school receptor (assumed to be 8 hours per day). Second, substantial pollutant concentrations and increased risks of adverse health effects are typically associated with older and larger equipment (which emits more DPM); however, as summarized in Table 2 and shown in Attachment 2, the proposed project would not involve substantial heavy equipment operations because it has been designed to avoid extensive excavation (e.g., basement areas accessible at railroad level, above-ground parking lift)and to be protective of the historical adobe structures. In addition, the California Air Resources Board's In-Use Off-Road Diesel-Fueled Fleets Regulation requires, as of January 1, 2024, the use of renewable diesel fuel in off-road fleets, which is estimated to lower PM emissions by 30% (CARB 2022).[3] Finally, local meteorological conditions would also affect how pollutants disperse and transport in proximity to the proposed project site. The SCAQMD maintains publicly meteorological data for use in air quality analyses. The closest meteorological station with data representative of those at the project site is from the Mission Viejo Meteorological Station, approximately 9 miles north of the project site. The wind rose for daytime hours during which construction activities would typically occur (7 AM to 6 PM) for the Mission Viejo Meteorological Station is shown below in Figure 1. As shown in Figure 1, the prevailing wind near the project site is from the northwest and southwest. This indicates that pollutant emissions associated with project construction would generally be transported to the southeast and northeast, away from the closest residential receptors along Los Rios Street.

[3] The In-Use Off-Road Diesel-Fueled Fleets Regulation does not require renewable diesel if the fleet uses Tier IV Final equipment, since Tier IV Final equipment has advanced emission control technology that would result in greater DPM reductions than lower tier engines.

Figure 1: Daytime Wind Conditions–Mission Viejo Meteorological Station (Blowing From)



Source: SCAQMD, 2025

Pollutant concentrations are typically highest near the source, before local air flow conditions disperse pollutants away from their source. For example, CARB's 2005 Air Quality and Land Use Handbook reported that CARB studies had shown a 70% decrease in particle pollution 500 feet away from freeways. Although freeways and highways have different emissions profiles and dispersion characteristics than construction equipment, the studies demonstrate the relative reduction in pollution that occurs as emissions are dispersed away from their source, and it is noted that in the case of the proposed project, the closest typical school receptor (where students would be at school for approximately 8 hours per day) are more than 900 feet away from the project site.

As described above, the proposed project would have a limited potential to emit DPM, would not involve substantial and prolonged equipment operations, would not be in the prevailing wind direction of the closest sensitive receptors along Los Rios Street, and would typically be located more than 900 feet away from the potential receptor locations in the direction of the prevailing

wind pattern that could be potentially exposed to continuous pollutant concentrations. For these reasons, the proposed project's construction-related DPM emissions would not result in adverse health effects to existing sensitive receptors that exceed the SCAQMD's significance criteria.[4] Once operational, the proposed project would not involve equipment or other operations such that substantial TAC concentrations would occur. This impact would be less than significant.

Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

A project that conflicts with or obstructs the implementation of the South Coast Air Quality Management District's (SCAQMD) South Coast Air Basin 2022 Air Quality Management Plan (AQMP) could hinder implementation of the AQMP, delay efforts to meet attainment deadlines, and/or interfere with SCAQMD efforts to maintain compliance with, and attainment of, applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the project (SCAQMD, 1993):

1) Is consistent with the growth assumptions in the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

The proposed project would not induce population growth, and the employment induced by the project would be well within that accounted for in the Southern California Association of Governments 2020 Regional Transportation Plan / Sustainable Communities Strategy (2020 RTP/SCS), which forms the growth assumptions for the AQMP.[5] Therefore, the proposed project would not conflict with the first consistency criterion. As described in the preceding analysis, the proposed project would not exceed the construction or operational air quality thresholds maintained by the SCAQMD. Accordingly, the proposed project would not conflict with or obstruct implementation of the SCAQMD 2022 AQMP.

Odors

The proposed project could generate odors from the following sources and activities:

- Evaporation of gasoline, oil, and other fluids that can escape from pumps, hoses, and tanks in construction equipment and motor vehicles (e.g., haul trucks, tow trucks, and other vehicles).
- Emissions from heavy-duty construction equipment exhaust pipes (e.g., a loader, backhoe, grader, etc.).
- Emissions from the hotel restaurant and on-site vehicles (vendors, employees, visitors)

Potential odors may or may not, depending on the individual's olfactory sensitivity, be perceived as objectionable, offensive, a nuisance, etc. Odors are generally regarded as an annoyance rather than a health hazard. An odor that is offensive to one person may not be offensive to a different person, and unfamiliar odors are more easily detected and are more likely to cause complaints than familiar odors, as a person can become desensitized to almost any odor over time (known as odor fatigue). In general, the quality and intensity of an odor influence a person's reaction. The quality of an odor indicates the nature of the smell experience (e.g.,

[4] The SCAQMD (2023) has established the following thresholds of significance for projects that generate TAC emissions: Maximum Incremental Cancer Risk ≥ 10 in 1 million; Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million); Chronic & Acute Hazard Index ≥ 1.0 (project increment).

[5] The 2020 RTP/SCS accounted for 2,000 new jobs being formed in the city between 2016 and 2045 (SCAG 2020), while the proposed project is expected to support 50 jobs. In April 2024, SCAG adopted Connect SoCal 2024, its latest RTP/SCS. Connect SoCal 2024 identifies employment in San Juan Capistrano will increase by 9.500 between 2019 and 2050.

flowery, putrid). The intensity of an odor depends on its concentration in the air. When an odor sample is progressively diluted, the odor concentration decreases. As this occurs, the odor intensity weakens and eventually becomes low enough where the odor is no longer detectable.

Although the proposed project could generate potential odors that could be detectable at adjacent residential receptor locations, this impact would not be significant for several reasons. First, the potential odors associated with the proposed project are common in the vicinity of the project area due to the proximity of major roadways, the Amtrak/Metrolink corridor, and existing restaurants. The project, therefore, would not result in the release of atypical or unfamiliar odors near sensitive receptors (e.g., odors associated with specific land uses such as a landfill or specific industrial processes such as coffee roasting). In addition, project construction and operational activities would not result in the continuous generation of odors. Rather, odors would be intermittent and only generated during certain activities (e.g., equipment operations, vehicle trips, restaurant hours). Finally, potential odors from construction and operational activities would disperse rapidly with wind flow across the project site. For these reasons, the construction and operation of the proposed project would not generate unusual, atypical, or excessive odors that could affect a substantial number of people.

CONCLUSION

As described in this memo, the proposed project would not exceed any applicable SCAQMD-recommended CEQA thresholds of significance and is consistent with all applicable air quality, plans, policies and regulations adopted for the purposes of reducing air quality impacts. The proposed project, therefore, would not result in substantial adverse air quality-related effects on the environment.

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Attachment 1

Project Site Plan (July 2025)

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Attachment 2

CalEEMOD Project File Outputs

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Attachment 2

CalEEMOD Project File Outputs

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31841-71 Camino Capistrano Project Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	31841-71 Camino Capistrano Project
Construction Start Date	1/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.5
Precipitation (days)	10.0
Location	33.500233, -117.663386
County	Orange
City	San Juan Capistrano
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	6010
EDFZ	12
Electric Utility	San Diego Gas & Electric
Gas Utility	Southern California Gas
App Version	2022.1.1.33

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
Hotel	70	Room	0.37	42,440	0.00	0.00	—	—

Quality Restaurant	3.1	1000sqft	0.14	10,901	0.00	0.00	—	—
Enclosed Parking with Elevator	2.5	1000sqft	0.06	2,460	0.00	0.00	—	—
Recreational Swimming Pool	0.30	1000sqft	0.04	300	0.00	0.00	—	—
Parking Lot	1.1	Acre	1.1	1.1	13,450	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.87	0.73	6.3	12	0.02	0.26	0.39	0.65	0.24	0.09	0.34	—	2,346	2,346	0.09	0.07	1.8	2,369
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	51	51	23	20	0.09	0.64	4.9	5.5	0.59	2.0	2.5	—	12,215	12,215	0.78	1.3	0.44	12,630
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.9	1.9	3.9	7.0	0.01	0.16	0.30	0.46	0.15	0.08	0.23	—	1,495	1,495	0.06	0.05	0.53	1,513
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.36	0.34	0.70	1.3	< 0.005	0.03	0.05	0.08	0.03	0.02	0.04	—	248	248	0.01	0.01	0.09	250
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshol	—	75	100	550	150	—	—	150	—	—	55	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshol d	—	75	100	550	150	—	—	150	—	—	55	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.87	0.73	6.3	12	0.02	0.26	0.39	0.65	0.24	0.09	0.34	—	2,346	2,346	0.09	0.07	1.8	2,369
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	51	51	23	20	0.09	0.64	4.9	5.5	0.59	2.0	2.5	—	12,215	12,215	0.78	1.3	0.44	12,630
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.9	1.9	3.9	7.0	0.01	0.16	0.30	0.46	0.15	0.08	0.23	—	1,495	1,495	0.06	0.05	0.53	1,513
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.36	0.34	0.70	1.3	< 0.005	0.03	0.05	0.08	0.03	0.02	0.04	—	248	248	0.01	0.01	0.09	250

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.	3.3	3.1	2.5	16	0.04	0.11	3.0	3.1	0.11	0.77	0.88	28	4,474	4,503	3.2	0.14	93	4,718
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.9	2.7	2.5	12	0.04	0.11	3.0	3.1	0.10	0.77	0.87	28	4,341	4,370	3.2	0.15	84	4,577
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.1	2.9	2.4	14	0.04	0.10	3.0	3.1	0.10	0.76	0.86	28	4,337	4,366	3.2	0.15	88	4,577
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.57	0.53	0.43	2.6	0.01	0.02	0.55	0.57	0.02	0.14	0.16	4.7	718	723	0.52	0.02	15	758
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55	55	550	150	—	—	150	—	—	55	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55	55	550	150	—	—	150	—	—	55	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

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

Mobile	1.4	1.3	0.97	12	0.03	0.02	3.0	3.1	0.02	0.77	0.79	—	3,199	3,199	0.13	0.12	10	3,247
Area	1.7	1.7	0.02	2.4	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10
Energy	0.09	0.05	0.83	0.70	0.01	0.06	—	0.06	0.06	—	0.06	—	1,111	1,111	0.17	0.01	—	1,119
Water	—	—	—	—	—	—	—	—	—	—	—	5.3	2.4	7.7	0.54	0.01	—	25
Waste	—	—	—	—	—	—	—	—	—	—	—	23	0.00	23	2.3	0.00	—	81
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	83	83
Off-Road	0.08	0.07	0.62	1.0	< 0.005	0.03	—	0.03	0.02	—	0.02	—	152	152	0.01	< 0.005	—	153
Total	3.3	3.1	2.5	16	0.04	0.11	3.0	3.1	0.11	0.77	0.88	28	4,474	4,503	3.2	0.14	93	4,718
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.4	1.3	1.1	11	0.03	0.02	3.0	3.1	0.02	0.77	0.79	—	3,076	3,076	0.14	0.12	0.26	3,116
Area	1.3	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.09	0.05	0.83	0.70	0.01	0.06	—	0.06	0.06	—	0.06	—	1,111	1,111	0.17	0.01	—	1,119
Water	—	—	—	—	—	—	—	—	—	—	—	5.3	2.4	7.7	0.54	0.01	—	25
Waste	—	—	—	—	—	—	—	—	—	—	—	23	0.00	23	2.3	0.00	—	81
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	83	83
Off-Road	0.08	0.07	0.62	1.0	< 0.005	0.03	—	0.03	0.02	—	0.02	—	152	152	0.01	< 0.005	—	153
Total	2.9	2.7	2.5	12	0.04	0.11	3.0	3.1	0.10	0.77	0.87	28	4,341	4,370	3.2	0.15	84	4,577
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.4	1.3	1.1	11	0.03	0.02	3.0	3.0	0.02	0.76	0.78	—	3,109	3,109	0.14	0.12	4.3	3,153
Area	1.6	1.6	0.01	1.7	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.8	6.8	< 0.005	< 0.005	—	6.9
Energy	0.09	0.05	0.83	0.70	0.01	0.06	—	0.06	0.06	—	0.06	—	1,111	1,111	0.17	0.01	—	1,119
Water	—	—	—	—	—	—	—	—	—	—	—	5.3	2.4	7.7	0.54	0.01	—	25
Waste	—	—	—	—	—	—	—	—	—	—	—	23	0.00	23	2.3	0.00	—	81
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	83	83
Off-Road	0.06	0.05	0.44	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02	—	109	109	< 0.005	< 0.005	—	109

Total	3.1	2.9	2.4	14	0.04	0.10	3.0	3.1	0.10	0.76	0.86	28	4,337	4,366	3.2	0.15	88	4,577
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.25	0.23	0.20	2.0	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	515	515	0.02	0.02	0.72	522
Area	0.29	0.28	< 0.005	0.30	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.1	1.1	< 0.005	< 0.005	—	1.1
Energy	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	184	184	0.03	< 0.005	—	185
Water	—	—	—	—	—	—	—	—	—	—	—	0.87	0.40	1.3	0.09	< 0.005	—	4.2
Waste	—	—	—	—	—	—	—	—	—	—	—	3.8	0.00	3.8	0.38	0.00	—	13
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14	14
Off-Road	0.01	0.01	0.08	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18	18	< 0.005	< 0.005	—	18
Total	0.57	0.53	0.43	2.6	0.01	0.02	0.55	0.57	0.02	0.14	0.16	4.7	718	723	0.52	0.02	15	758

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	0.43	3.0	9.0	0.01	0.14	—	0.14	0.13	—	0.13	—	1,550	1,550	0.06	0.01	—	1,555
Demolition	—	—	—	—	—	—	0.12	0.12	—	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.16	0.49	< 0.005	0.01	—	0.01	0.01	—	0.01	—	85	85	< 0.005	< 0.005	—	85
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.03	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14	14	< 0.005	< 0.005	—	14
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.34	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	93	93	< 0.005	< 0.005	0.01	94
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	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	96	96	0.01	0.02	0.01	101
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	—	5.2	5.2	< 0.005	< 0.005	0.01	5.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.3	5.3	< 0.005	< 0.005	< 0.005	5.5

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.85	0.85	< 0.005	< 0.005	< 0.005	0.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.87	0.87	< 0.005	< 0.005	< 0.005	0.91

3.3. Site Preparation (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	1.2	9.0	9.7	0.02	0.39	—	0.39	0.35	—	0.35	—	2,418	2,418	0.10	0.02	—	2,426
Dust From Material Movement	—	—	—	—	—	—	2.2	2.2	—	1.1	1.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13	13	< 0.005	< 0.005	—	13
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.2	2.2	< 0.005	< 0.005	—	2.2
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.34	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	93	93	< 0.005	< 0.005	0.01	94
Vendor	0.07	0.02	0.91	0.45	0.01	0.01	0.24	0.24	0.01	0.07	0.07	—	863	863	0.04	0.12	0.06	900
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.52	0.52	< 0.005	< 0.005	< 0.005	0.52
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.7	4.7	< 0.005	< 0.005	0.01	4.9
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	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.78	0.78	< 0.005	< 0.005	< 0.005	0.82
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.5	1.2	9.8	10	0.02	0.42	—	0.42	0.39	—	0.39	—	2,559	2,559	0.10	0.02	—	2,568
Dust From Material Movement	—	—	—	—	—	—	2.6	2.6	—	1.3	1.3	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.11	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28	28	< 0.005	< 0.005	—	28
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.6	4.6	< 0.005	< 0.005	—	4.7
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.34	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	93	93	< 0.005	< 0.005	0.01	94
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	0.79	0.12	10	4.3	0.05	0.10	2.1	2.3	0.10	0.60	0.71	—	8,140	8,140	0.62	1.3	0.43	8,540
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.0	1.0	< 0.005	< 0.005	< 0.005	1.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.11	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	89	89	0.01	0.01	0.08	94
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.17	0.17	< 0.005	< 0.005	< 0.005	0.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15	15	< 0.005	< 0.005	0.01	16

3.7. Building Construction (Foundation) (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.38	3.8	6.3	0.01	0.13	—	0.13	0.12	—	0.12	—	976	976	0.04	0.01	—	980
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	0.21	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	54	54	< 0.005	< 0.005	—	54
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.9	8.9	< 0.005	< 0.005	—	8.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.08	0.08	0.08	1.1	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	292	292	< 0.005	0.01	0.03	295
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63	63	< 0.005	0.01	< 0.005	65
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	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16	16	< 0.005	< 0.005	0.03	16
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.4	3.4	< 0.005	< 0.005	< 0.005	3.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.7	2.7	< 0.005	< 0.005	< 0.005	2.7
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.57	0.57	< 0.005	< 0.005	< 0.005	0.59
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 (Vertical) (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.9	10	0.02	0.26	—	0.26	0.24	—	0.24	—	1,750	1,750	0.07	0.01	—	1,757
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	0.77	0.64	5.9	10	0.02	0.26	—	0.26	0.24	—	0.24	—	1,750	1,750	0.07	0.01	—	1,757
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	0.29	0.25	2.3	3.9	0.01	0.10	—	0.10	0.09	—	0.09	—	671	671	0.03	0.01	—	674
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	0.41	0.71	< 0.005	0.02	—	0.02	0.02	—	0.02	—	111	111	< 0.005	< 0.005	—	112
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.07	1.2	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	307	307	< 0.005	0.01	1.1	311
Vendor	0.02	0.01	0.29	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	288	288	0.01	0.04	0.75	302
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.08	1.1	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	292	292	< 0.005	0.01	0.03	295
Vendor	0.02	0.01	0.31	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	289	289	0.01	0.04	0.02	301
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	0.03	0.03	0.03	0.43	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	114	114	< 0.005	< 0.005	0.18	115
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	111	111	0.01	0.02	0.12	116
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	0.08	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	19	19	< 0.005	< 0.005	0.03	19
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	18	18	< 0.005	< 0.005	0.02	19
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. Building Construction (MEP/Other) (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.60	5.1	9.3	0.02	0.26	—	0.26	0.24	—	0.24	—	1,593	1,593	0.06	0.01	—	1,599
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	0.72	0.60	5.1	9.3	0.02	0.26	—	0.26	0.24	—	0.24	—	1,593	1,593	0.06	0.01	—	1,599
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	0.08	0.07	0.56	1.0	< 0.005	0.03	—	0.03	0.03	—	0.03	—	175	175	0.01	< 0.005	—	175
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	0.10	0.19	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	29	29	< 0.005	< 0.005	—	29
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.07	1.2	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	307	307	< 0.005	0.01	1.1	311
Vendor	0.02	0.01	0.29	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	288	288	0.01	0.04	0.75	302
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.08	1.1	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	292	292	< 0.005	0.01	0.03	295
Vendor	0.02	0.01	0.31	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	289	289	0.01	0.04	0.02	301
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32	32	< 0.005	< 0.005	0.05	33
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	32	32	< 0.005	< 0.005	0.04	33
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.4	5.4	< 0.005	< 0.005	0.01	5.4
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.2	5.2	< 0.005	< 0.005	0.01	5.5
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. Paving (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.4	6.5	0.01	0.18	—	0.18	0.17	—	0.17	—	991	991	0.04	0.01	—	995
Paving	0.29	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.18	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	27	27	< 0.005	< 0.005	—	27
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.5	4.5	< 0.005	< 0.005	—	4.5
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.57	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	155	155	< 0.005	0.01	0.01	157
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	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.3	4.3	< 0.005	< 0.005	0.01	4.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	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	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
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 (2026) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.1	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	51	51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.7	3.7	< 0.005	< 0.005	—	3.7
Architectural Coatings	1.4	1.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.61	0.61	< 0.005	< 0.005	—	0.61
Architectural Coatings	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.64	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	175	175	< 0.005	0.01	0.02	177
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	—	4.9	4.9	< 0.005	< 0.005	0.01	4.9
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.81	0.81	< 0.005	< 0.005	< 0.005	0.82
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

3.17. Trenching (2026) - Unmitigated

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

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

Off-Roa Equipment	0.54	0.46	3.1	4.3	0.01	0.11	—	0.11	0.10	—	0.10	—	1,361	1,361	0.06	0.01	—	1,366
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15	15	< 0.005	< 0.005	—	15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.5	2.5	< 0.005	< 0.005	—	2.5
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	0.02	0.02	0.02	0.23	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	62	62	< 0.005	< 0.005	0.01	63
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	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
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	—	0.11	0.11	< 0.005	< 0.005	< 0.005	0.12
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	1.4	1.3	0.97	12	0.03	0.02	3.0	3.1	0.02	0.77	0.79	—	3,199	3,199	0.13	0.12	10	3,247
Quality Restaurant	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.4	1.3	0.97	12	0.03	0.02	3.0	3.1	0.02	0.77	0.79	—	3,199	3,199	0.13	0.12	10	3,247

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	1.4	1.3	1.1	11	0.03	0.02	3.0	3.1	0.02	0.77	0.79	—	3,076	3,076	0.14	0.12	0.26	3,116
Quality Restaurant	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.4	1.3	1.1	11	0.03	0.02	3.0	3.1	0.02	0.77	0.79	—	3,076	3,076	0.14	0.12	0.26	3,116
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.25	0.23	0.20	2.0	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	515	515	0.02	0.02	0.72	522
Quality Restaurant	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.25	0.23	0.20	2.0	0.01	< 0.005	0.55	0.55	< 0.005	0.14	0.14	—	515	515	0.02	0.02	0.72	522

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	62	62	0.05	0.01	—	64
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	—	48	48	0.04	< 0.005	—	50
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	1.1	1.1	< 0.005	< 0.005	—	1.2
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5.0	5.0	< 0.005	< 0.005	—	5.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	116	116	0.08	0.01	—	121
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	62	62	0.05	0.01	—	64
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	—	48	48	0.04	< 0.005	—	50
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	1.1	1.1	< 0.005	< 0.005	—	1.2

Recreati Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5.0	5.0	< 0.005	< 0.005	—	5.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	116	116	0.08	0.01	—	121
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	10	10	0.01	< 0.005	—	11
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	—	7.9	7.9	0.01	< 0.005	—	8.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19	< 0.005	< 0.005	—	0.19
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.83	0.83	< 0.005	< 0.005	—	0.87
Total	—	—	—	—	—	—	—	—	—	—	—	—	19	19	0.01	< 0.005	—	20

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.06	0.03	0.50	0.42	< 0.005	0.04	—	0.04	0.04	—	0.04	—	602	602	0.05	< 0.005	—	604
Quality Restaurant	0.04	0.02	0.33	0.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	393	393	0.03	< 0.005	—	394

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.09	0.05	0.83	0.70	0.01	0.06	—	0.06	0.06	—	0.06	—	995	995	0.09	< 0.005	—	998
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.06	0.03	0.50	0.42	< 0.005	0.04	—	0.04	0.04	—	0.04	—	602	602	0.05	< 0.005	—	604
Quality Restaurant	0.04	0.02	0.33	0.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	393	393	0.03	< 0.005	—	394
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.09	0.05	0.83	0.70	0.01	0.06	—	0.06	0.06	—	0.06	—	995	995	0.09	< 0.005	—	998
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.01	0.01	0.09	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	100	100	0.01	< 0.005	—	100
Quality Restaurant	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	65	65	0.01	< 0.005	—	65

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	165	165	0.01	< 0.005	—	165

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.1	1.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.43	0.40	0.02	2.4	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10
Total	1.7	1.7	0.02	2.4	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.1	1.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.3	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.21	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.05	0.05	< 0.005	0.30	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.1	1.1	< 0.005	< 0.005	—	1.1
Total	0.29	0.28	< 0.005	0.30	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.1	1.1	< 0.005	< 0.005	—	1.1

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Hotel	—	—	—	—	—	—	—	—	—	—	—	3.4	1.5	4.9	0.35	0.01	—	16
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	1.8	0.80	2.6	0.19	< 0.005	—	8.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.03	0.01	0.05	< 0.005	< 0.005	—	0.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.11	0.11	< 0.005	< 0.005	—	0.12
Total	—	—	—	—	—	—	—	—	—	—	—	5.3	2.4	7.7	0.54	0.01	—	25
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	3.4	1.5	4.9	0.35	0.01	—	16
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	1.8	0.80	2.6	0.19	< 0.005	—	8.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.03	0.01	0.05	< 0.005	< 0.005	—	0.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.11	0.11	< 0.005	< 0.005	—	0.12
Total	—	—	—	—	—	—	—	—	—	—	—	5.3	2.4	7.7	0.54	0.01	—	25
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	0.56	0.25	0.81	0.06	< 0.005	—	2.7

Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	0.30	0.13	0.43	0.03	< 0.005	—	1.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.01	< 0.005	0.01	< 0.005	< 0.005	—	0.03
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.02	0.02	< 0.005	< 0.005	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	0.87	0.40	1.3	0.09	< 0.005	—	4.2

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	21	0.00	21	2.1	0.00	—	72
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	1.5	0.00	1.5	0.15	0.00	—	5.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Recreational Swimming	—	—	—	—	—	—	—	—	—	—	—	0.92	0.00	0.92	0.09	0.00	—	3.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	23	0.00	23	2.3	0.00	—	81
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	21	0.00	21	2.1	0.00	—	72
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	1.5	0.00	1.5	0.15	0.00	—	5.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.92	0.00	0.92	0.09	0.00	—	3.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	23	0.00	23	2.3	0.00	—	81
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	3.4	0.00	3.4	0.34	0.00	—	12
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	0.26	0.00	0.26	0.03	0.00	—	0.89
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Recreational Swimmi Pool	—	—	—	—	—	—	—	—	—	—	—	0.15	0.00	0.15	0.02	0.00	—	0.53
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.8	0.00	3.8	0.38	0.00	—	13

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	66	66
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17	17
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	83	83
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	66	66
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17	17

Recreational Swimming	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	83	83
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	11
Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.8	2.8
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14	14

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.08	0.07	0.62	1.0	< 0.005	0.03	—	0.03	0.02	—	0.02	—	152	152	0.01	< 0.005	—	153
Total	0.08	0.07	0.62	1.0	< 0.005	0.03	—	0.03	0.02	—	0.02	—	152	152	0.01	< 0.005	—	153
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.08	0.07	0.62	1.0	< 0.005	0.03	—	0.03	0.02	—	0.02	—	152	152	0.01	< 0.005	—	153
Total	0.08	0.07	0.62	1.0	< 0.005	0.03	—	0.03	0.02	—	0.02	—	152	152	0.01	< 0.005	—	153
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Forklifts	0.01	0.01	0.08	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18	18	< 0.005	< 0.005	—	18
Total	0.01	0.01	0.08	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18	18	< 0.005	< 0.005	—	18

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2026	1/28/2026	5.0	20	—
Site Preparation	Site Preparation	1/29/2026	2/1/2026	5.0	2.0	—
Grading	Grading	2/2/2026	2/5/2026	5.0	4.0	—
Building Construction (Foundation)	Building Construction	2/6/2026	3/5/2026	5.0	20	—
Building Construction (Vertical)	Building Construction	3/6/2026	9/17/2026	5.0	140	—
Building Construction (MEP/Other)	Building Construction	9/18/2026	11/12/2026	5.0	40	—
Paving	Paving	11/13/2026	11/26/2026	5.0	10.0	—
Architectural Coating	Architectural Coating	11/27/2026	12/10/2026	5.0	10.0	—
Trenching	Trenching	2/2/2026	2/5/2026	5.0	4.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Excavators	Diesel	Average	3.0	8.0	146	0.38
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.0	300	0.40
Site Preparation	Rubber Tired Loaders	Diesel	Average	1.00	8.0	110	0.36
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	8.0	300	0.38
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.0	300	0.40
Grading	Rubber Tired Loaders	Diesel	Average	1.00	8.0	110	0.36
Grading	Off-Highway Trucks	Diesel	Average	1.00	8.0	300	0.38
Building Construction (Foundation)	Tractors/Loaders/Backhoes	Diesel	Average	3.0	6.0	86	0.37
Building Construction (Foundation)	Cement and Mortar Mixers	Diesel	Average	1.00	8.0	10.0	0.56
Building Construction (Foundation)	Paving Equipment	Diesel	Average	1.00	8.0	75	0.36
Building Construction (Vertical)	Rough Terrain Forklifts	Diesel	Average	3.0	8.0	110	0.40
Building Construction (Vertical)	Aerial Lifts	Diesel	Average	2.0	8.0	49	0.31
Building Construction (Vertical)	Welders	Diesel	Average	1.00	8.0	46	0.45
Building Construction (MEP/Other)	Rough Terrain Forklifts	Diesel	Average	3.0	8.0	110	0.40
Building Construction (MEP/Other)	Aerial Lifts	Diesel	Average	1.00	8.0	49	0.31
Building Construction (MEP/Other)	Welders	Diesel	Average	1.00	8.0	46	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.0	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.0	81	0.42

Paving	Paving Equipment	Diesel	Average	1.00	8.0	89	0.36
Paving	Rollers	Diesel	Average	1.00	7.0	36	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	84	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.0	37	0.48
Trenching	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	86	0.37
Trenching	Off-Highway Trucks	Diesel	Average	1.00	8.0	300	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	7.5	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	1.4	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	7.5	19	LDA,LDT1,LDT2
Site Preparation	Vendor	28	10	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	7.5	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	119	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction (Foundation)	Worker	24	19	LDA,LDT1,LDT2
Building Construction (Foundation)	Vendor	2.0	10	HHDT,MHDT
Building Construction (Foundation)	Hauling	0.00	20	HHDT
Building Construction (Foundation)	Onsite truck	—	—	HHDT

Building Construction (Vertical)	Worker	24	19	LDA,LDT1,LDT2
Building Construction (Vertical)	Vendor	9.2	10	HHDT,MHDT
Building Construction (Vertical)	Hauling	0.00	20	HHDT
Building Construction (Vertical)	Onsite truck	—	—	HHDT
Building Construction (MEP/Other)	Worker	24	19	LDA,LDT1,LDT2
Building Construction (MEP/Other)	Vendor	9.2	10	HHDT,MHDT
Building Construction (MEP/Other)	Hauling	0.00	20	HHDT
Building Construction (MEP/Other)	Onsite truck	—	—	HHDT
Paving	Worker	13	19	LDA,LDT1,LDT2
Paving	Vendor	—	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	14	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	Worker	5.0	19	LDA,LDT1,LDT2
Trenching	Vendor	—	10	HHDT,MHDT
Trenching	Hauling	0.00	20	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

Architectural Coating	0.00	0.00	80,121	26,683	2,940

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	2,425	0.00
Site Preparation	0.00	0.00	0.88	0.00	0.00
Grading	3,800	0.00	2.0	0.00	0.00
Paving	0.00	0.00	0.00	0.00	1.1

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Hotel	0.00	0%
Paving	Quality Restaurant	0.00	0%
Paving	Enclosed Parking with Elevator	0.06	100%
Paving	Recreational Swimming Pool	0.00	0%
Paving	Parking Lot	1.1	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O

2026	0.00	45	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
Hotel	409	409	409	149,212	4,286	4,286	4,286	1,564,227
Quality Restaurant	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Hotel	Wood Fireplaces	0	0
Hotel	Gas Fireplaces	0	0
Hotel	Propane Fireplaces	0	0
Hotel	Electric Fireplaces	0	0
Hotel	No Fireplaces	0	0
Hotel	Conventional Wood Stoves	0	0
Hotel	Catalytic Wood Stoves	0	0
Hotel	Non-Catalytic Wood Stoves	0	0
Hotel	Pellet Wood Stoves	0	0
Quality Restaurant	Wood Fireplaces	0	0
Quality Restaurant	Gas Fireplaces	0	0

Quality Restaurant	Propane Fireplaces	0	0
Quality Restaurant	Electric Fireplaces	0	0
Quality Restaurant	No Fireplaces	0	0
Quality Restaurant	Conventional Wood Stoves	0	0
Quality Restaurant	Catalytic Wood Stoves	0	0
Quality Restaurant	Non-Catalytic Wood Stoves	0	0
Quality Restaurant	Pellet Wood Stoves	0	0
Enclosed Parking with Elevator	Wood Fireplaces	0	0
Enclosed Parking with Elevator	Gas Fireplaces	0	0
Enclosed Parking with Elevator	Propane Fireplaces	0	0
Enclosed Parking with Elevator	Electric Fireplaces	0	0
Enclosed Parking with Elevator	No Fireplaces	0	0
Enclosed Parking with Elevator	Conventional Wood Stoves	0	0
Enclosed Parking with Elevator	Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Non-Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Pellet Wood Stoves	0	0
Recreational Swimming Pool	Wood Fireplaces	0	0
Recreational Swimming Pool	Gas Fireplaces	0	0
Recreational Swimming Pool	Propane Fireplaces	0	0
Recreational Swimming Pool	Electric Fireplaces	0	0
Recreational Swimming Pool	No Fireplaces	0	0
Recreational Swimming Pool	Conventional Wood Stoves	0	0
Recreational Swimming Pool	Catalytic Wood Stoves	0	0
Recreational Swimming Pool	Non-Catalytic Wood Stoves	0	0
Recreational Swimming Pool	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0

Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0
Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0
Parking Lot	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

—	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
undefined	0.00	0.00	80,121	26,683	2,940

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	498,599	45	0.0330	0.0040	1,879,011
Quality Restaurant	388,324	45	0.0330	0.0040	1,225,336
Enclosed Parking with Elevator	9,081	45	0.0330	0.0040	0.00
Recreational Swimming Pool	0.00	45	0.0330	0.0040	0.00
Parking Lot	40,792	45	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)
Hotel	1,775,674	0.00
Quality Restaurant	952,185	0.00
Enclosed Parking with Elevator	0.00	0.00
Recreational Swimming Pool	17,743	0.00
Parking Lot	0.00	174,317

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	38	0.00
Quality Restaurant	2.9	0.00
Enclosed Parking with Elevator	0.00	0.00
Recreational Swimming Pool	1.7	0.00
Parking Lot	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.8	4.0	4.0	18

Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20
Quality Restaurant	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Quality Restaurant	Other commercial A/C and heat pumps	R-410A	2,088	1.8	4.0	4.0	18
Quality Restaurant	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.5	7.5	20
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

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
Forklifts	Diesel	Average	1.00	8.0	82	0.20

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

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)

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	9.0	annual days of extreme heat
Extreme Precipitation	4.3	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	5.9	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	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	65
AQ-PM	47
AQ-DPM	92
Drinking Water	50
Lead Risk Housing	66
Pesticides	29
Toxic Releases	34
Traffic	98
Effect Indicators	—
CleanUp Sites	44
Groundwater	11
Haz Waste Facilities/Generators	81
Impaired Water Bodies	72
Solid Waste	73
Sensitive Population	—
Asthma	8.9

Cardio-vascular	40
Low Birth Weights	39
Socioeconomic Factor Indicators	—
Education	81
Housing	95
Linguistic	81
Poverty	71
Unemployment	36

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	15.61657898
Employed	59.69459772
Median HI	29.0645451
Education	—
Bachelor's or higher	27.48620557
High school enrollment	100
Preschool enrollment	10.36827922
Transportation	—
Auto Access	31.27165405
Active commuting	67.98408828
Social	—
2-parent households	26.48530733
Voting	41.52444501
Neighborhood	—
Alcohol availability	44.29616322

Park access	81.35506224
Retail density	72.34697806
Supermarket access	54.86975491
Tree canopy	17.31040678
Housing	—
Homeownership	34.36417298
Housing habitability	2.951366611
Low-inc homeowner severe housing cost burden	5.889901193
Low-inc renter severe housing cost burden	3.605800077
Uncrowded housing	6.416014372
Health Outcomes	—
Insured adults	2.014628513
Arthritis	0.0
Asthma ER Admissions	77.7
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	46.4
Cognitively Disabled	64.4
Physically Disabled	71.5
Heart Attack ER Admissions	63.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	79.0

Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	44.4
Elderly	62.6
English Speaking	13.6
Foreign-born	86.0
Outdoor Workers	8.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	51.7
Traffic Density	95.5
Traffic Access	23.0
Other Indices	—
Hardship	83.3
Other Decision Support	—
2016 Voting	70.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	72
Healthy Places Index Score for Project Location (b)	22
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

8.1. Justifications

Screen	Justification
Land Use	Land use information from 7/1/25 site plan. "Enclosed parking with elevator" models the car-lift building. "Parking lot" models impervious surfaces, such as the northern parking lot, driveways and sidewalks, along with landscaped area.
Construction: Construction Phases	Updated schedule phases with information from the project applicant.
Construction: Off-Road Equipment	Construction equipment updated with information provided by the applicant. Paving and architectural coating phases set as CalEEMod defaults.
Construction: Trips and VMT	Vendor trips for site preparation and building construction (foundation) were updated with information provided by the project applicant.
Operations: Vehicle Data	Trip generation from LLG's 11/19/25 TIA. Restaurant land use and swimming pool land use are both set to zero because they support the hotel use instead of being individual destinations.

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