

GLOBAL CLIMATE CHANGE

Beaumont City Yard Development
City of Beaumont, CA

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February 12, 2025

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LIST OF COMMON ACRONYMS

Assembly Bill 32 (AB32)

Business as Usual (BAU)

California Air Pollution Control Officers Association's (CAPCOA)

California Air Resource Board (CARB)

California Climate Action Registry General Reporting Protocol Version 3.1 (CCARGRPV3.1)

California Energy Commission (CEC)

California Environmental Quality Act (CEQA)

Carbon Dioxide (CO₂)

Cubic Yards (CY)

Environmental Protection Agency (EPA)

Green House Gas (GHG)

International Residential Code (IRC)

Low Carbon Fuel Standard (LCFS)

Methane (CH₄)

Nitrous Oxide (N₂O)

Salton Sea Air Basin (SSAB)

South Coast Air Quality Management District (SCAQMD)

Senate Bill 97 (SB97)

Vehicle Miles Traveled (VMT)

EXECUTIVE SUMMARY

The proposed Project site is located at the southwest intersection of 4th Street and Veile Avenue in the City of Beaumont, California.

The Project would develop a City Yard utilized by multiple departments including Transit, Fleet Maintenance, Community Services, Public Works, and Wastewater. The Project would create approximately 30,000 Square Feet (SF) of facilities to consist of an Administration Building Fleet Garage and Warehouse. In addition, the Project would install a Hydrogen Fueling Station, Compressed Natural Gas (CNG) Fueling Station, Electric Vehicle (EV) Charging Infrastructure, and designated parking with both uncovered and solar-covered areas for up to 200 spaces. The Project site would accommodate up to 100 employees and will be operated Monday through Friday.

Within the City of Beaumont, the proposed project needs to show compliance with the two California Environmental Quality Act (CEQA) guidance requirements identified in bold below. Based on the analysis in this report, the project would not create significant CEQA impacts and would not require mitigation measures to comply. Since the City does not have specific GHG reduction strategies, it is reasonable to use the County of Riverside's CEQA screening thresholds of 3,000 MT CO₂e per year to establish impact significance. A summary is shown below:

Will the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The proposed project is estimated to generate up to 281.3 MT CO₂e during construction, assuming a worst-case scenario where all construction occurs within one year (assumed to be 2026). If construction spans 2025 and 2026 with equal duration, the highest yearly emissions would be 251 MT CO₂e, which remains well below the County's 3,000 MT CO₂e screening threshold. Operational emissions were calculated to be 2,017.23 MT CO₂e annually which would also below the threshold.

As a result, the project would generate a less than significant direct and indirect impact under CEQA and the Project would not require further analysis or mitigation.

Will the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project will emit GHGs directly through the burning of carbon-based fuels such as gasoline and natural gas as well as indirectly through the usage of electricity, water and from the anaerobic bacterial breakdown of organic solid waste. The project would produce be 2,017.23 MT CO₂e annually per year. Given this the project contributions to the cumulative

environment are small and would be considered to have a less than significant impact on the cumulative greenhouse gas inventory. Therefore, the project would not require further analysis or mitigation to comply.

It should be noted that the Project will also install hydrogen gas fueling stations and compressed natural gas (CNG) pumps which would be utilized by City owned vehicles. Since the analysis assumes all typical trucks and vehicles using gasoline or diesel, the analysis provided would be the worst case. Replacing standard vehicles with CNG, Hydrogen or Electric would further reduce GHG emissions below 2,017.23 MT CO₂e annually. Given this the contributions to the cumulative environment are small and would be considered to have a less than significant impact on the cumulative greenhouse gas inventory. Therefore, the project would not require further analysis or mitigation to comply.

1.0 INTRODUCTION

1.1 Purpose of this Study

The purpose of this Greenhouse Gas (GHG) Assessment is to analyze the project's GHG emissions and evaluate its compliance with the existing framework of federal, state, regional, and local regulations aimed at reducing GHG emissions. As the City of Beaumont does not have its own specific GHG significance thresholds, it is reasonable to apply the County of Riverside's screening thresholds to assess the project's significance under the California Environmental Quality Act (CEQA).

This analysis aims to address the following CEQA questions:

- Will the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Will the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

1.2 Project Location

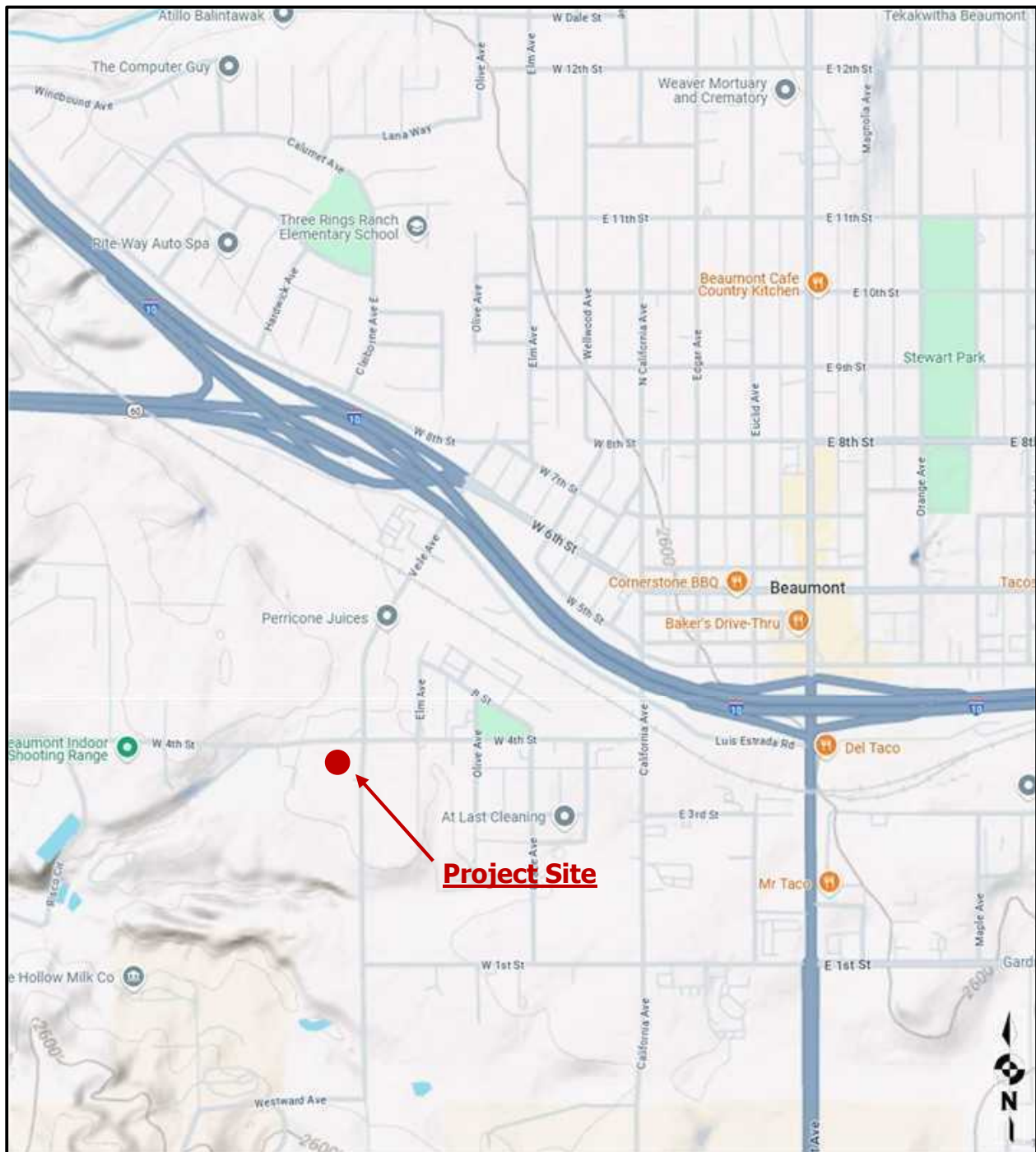
The proposed Project site is located at the southwest intersection of 4th Street and Veile Avenue in the City of Beaumont, California. A general vicinity map is provided in Figure 1–A on the following page.

1.3 Project Description

The Proposed Project would develop a City Yard utilized by multiple departments including Transit, Fleet Maintenance, Community Services, Public Works, and Wastewater. The approximately 6.15-acre parcel development would include the construction of an Administration Building (9,100 square feet), Fleet Garage (9,750 square feet), Warehouse (11,900 square feet), Hydrogen Fueling Station, Compressed Natural Gas (CNG) Fueling Station, Electric Vehicle (EV) Charging Infrastructure, and designated parking with both uncovered and solar-covered areas for up to 200 spaces. The Project site would accommodate up to 100 employees and will be operating Monday through Thursday 8:00 AM to 5:00 PM and Friday 8:00 AM to 12:00 PM.

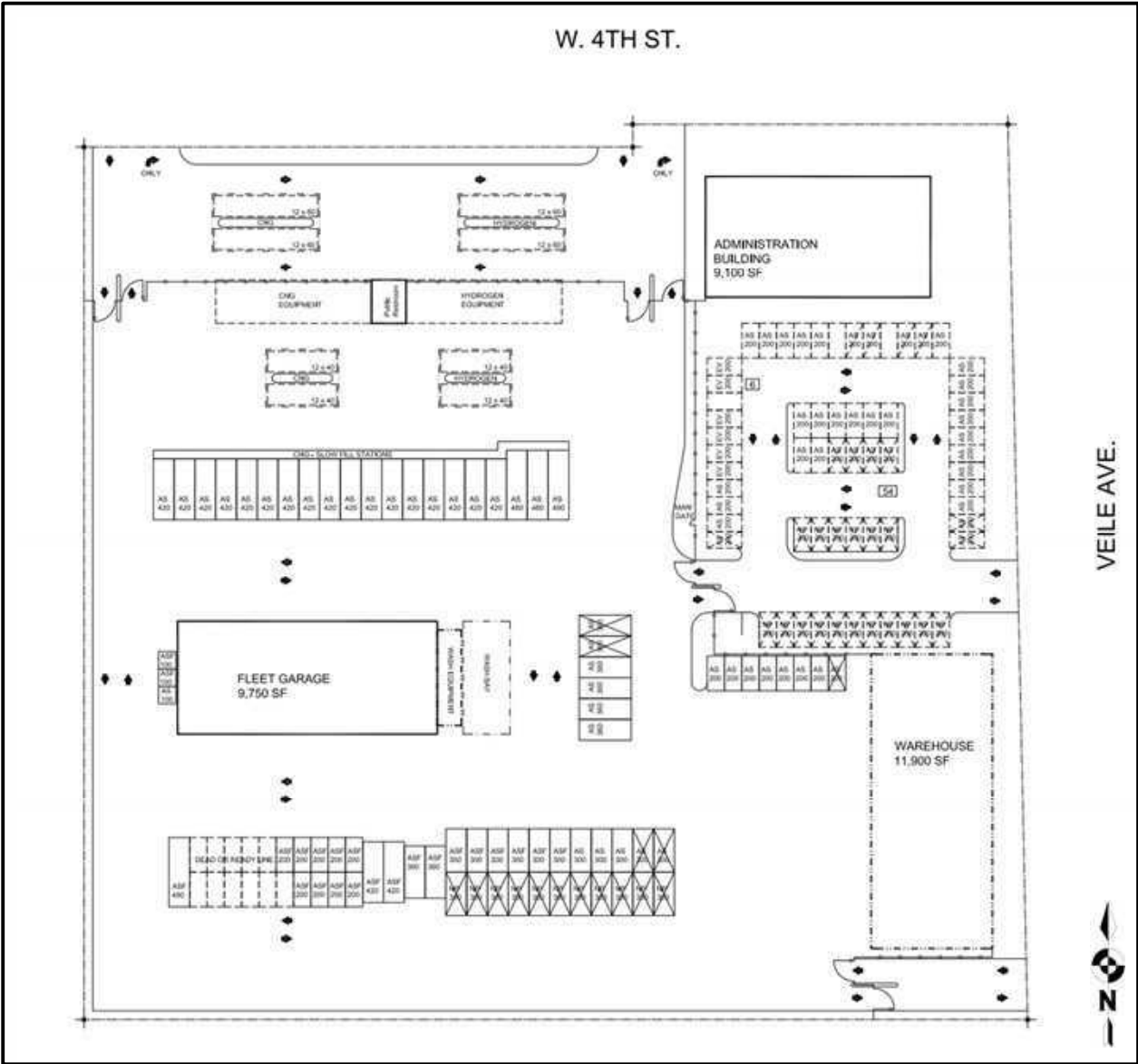
Construction is expected to begin in late 2025 or early 2026 and will take approximately 12 months to complete.

Figure 1-A: Project Vicinity Map



Source: (Google, 2025)

Figure 1-B: Project Site Plan



Source: (Gillis and Panichapan Architects, Inc., 2024)

2.0 EXISTING ENVIRONMENTAL SETTING

2.1 Understanding Greenhouse Gasses

GHGs such as water vapor and carbon dioxide are abundant in the earth's atmosphere. These gases are called "Greenhouse Gases" because they absorb and emit thermal infrared radiation which acts like an insulator to the planet. Without these gases, the earth's ambient temperature would either be extremely hot during the day or blistering cold at night. However, because these gases can both absorb and emit heat, the earth's temperature does not sway too far in either direction.

Over the years as human activities require the use of burning fossil fuels stored carbon is released into the air in the form of CO₂ and to a much lesser extent CO. Additionally, over the years scientist have measured this rise in Carbon Dioxide and fear that it may be heating the planet too. Additionally, it is thought that other GHGs such as Methane and Nitrous Oxide are to blame.

GHGs of concern as analyzed in this study are Carbon Dioxide (CO₂), Methane (CH₄), and Nitrous Oxide (N₂O). To simplify GHG calculations, both CH₄ and N₂O can be converted to an equivalent amount of CO₂ or CO₂e. CO₂e is calculated by multiplying the calculated levels of CH₄ and N₂O by a Global Warming Potential (GWP). CalEEMod 2016 uses the Intergovernmental Panel on Climate Change (IPCC) report as source data for GWP factors for both CH₄ and N₂O (CAPCOA, September 2016), using the 100-year period of 25 and 298, respectively (IPCC, 2007).

2.2 Existing Setting

The project site is currently utilized by the City and includes temporary structures such as tents and trailers. Additionally, the site has gravel surfaces designated for vehicle parking. Before construction begins, these temporary facilities will be relocated to accommodate the new development.

The project site is surrounded by existing developments, including the City's wastewater treatment plant to the west, an auto dismantling facility to the south, a distribution center to the north, and an electrical substation to the east. The site is zoned as Manufacturing, with a land use designation of Industrial.

3.0 **CLIMATE CHANGE REGULATORY ENVIRONMENT**

3.1 Federal

Massachusetts v. EPA

On April 2, 2007, in *Massachusetts v. EPA*, the Supreme Court directed the EPA Administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare. In making these decisions, the EPA Administrator is required to follow the language of Section 202(a) of the federal Clean Air Act. On December 7, 2009, the EPA Administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

- The Administrator found that elevated concentrations of GHGs such as CO₂, CH₄, N₂O, Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), and Sulfur hexafluoride (SF₆) within the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the “endangerment finding.”
- The Administrator further found the combined emissions of GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the “cause or contribute finding.”

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

Federal Vehicle Standards

On May 14, 2007, Executive Order (EO) 13432 was signed by President George Bush. This EO directed the EPA, the Department of Transportation (DOT), and the Department of Energy (DOE) to establish GHG emissions regulations from the transportation sector.

This EO led to the Federal Government establishing stricter fuel efficiency and GHG emissions regulations for vehicles manufactured starting in 2012 which effectively updated the Corporate Average Fuel Economy (CAFE) Standards which was first enacted in 1975 (DOT, 2014). These CAFE standards have been updated regularly and each time they are, Vehicle efficiency requirements become more stringent.

In May 2022, the National Highway Traffic Safety Administration (NHTSA) published rules finalizing revised fuel economy standards for passenger cars and light trucks for 2024-2025 and the standards increase at a rate of 8 percent per year. Then in 2026 an increase in the

efficiency standard by 10 percent would be required. NHTSA estimates that the industry fleet-wide average will be 49 miles per gallon (MPG) in 2026 (NHTSA, 2022).

In July 2023, NHTSA proposed new CAFE standards for passenger cars and light trucks built in model years 2027-2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030-2035. If finalized, the proposal would require an industry fleet-wide average of approximately 58 miles per gallon for passenger cars and light trucks in MY 2032, by increasing fuel economy by 2 percent year over year for passenger cars and by 4 percent year over year for light trucks (NHTSA, 2023).

3.2 State

Executive Order S-3-05

EO S-3-05 (June 2005) established the following statewide goals: GHG emissions should be reduced to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050.

AB 32 and CARB's Climate Change Scoping Plan

In furtherance of the goals established in EO S-3-05, the Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020.

Under AB 32, the CARB is responsible for and is recognized as having the expertise to carry out and develop the programs and regulations necessary to achieve the GHG emissions reduction mandate of AB 32. Therefore, in furtherance of AB 32, CARB adopted regulations requiring the reporting and verification of GHG emissions from specified sources, such as industrial facilities, fuel suppliers and electricity importers (see Health & Safety Code Section 35830; Cal. Code Regs., tit. 17, §§95100 et seq.). CARB is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 relatedly authorized CARB to adopt market-based compliance mechanisms to meet the specified requirements. Finally, at the State level CARB will continue monitoring compliance and enforcing rules, regulation, emission limitations, emission reduction measures, or market-based compliance mechanisms adopted.

In 2007, CARB approved a limit on the statewide GHG emissions level for the year 2020 consistent with the determined 1990 baseline (427 million metric tons (MMT) CO₂e). CARB's adoption of this limit is in accordance with Health and Safety Code Section 38550.

Further, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change (Scoping Plan)* in accordance with Health and Safety Code Section 38561. The *Scoping Plan* established an overall framework for the measures that will be implemented to reduce California's GHG emissions for various emission sources/sectors to 1990 levels by 2020. The 2008 *Scoping Plan* evaluated opportunities for sector-specific reductions, integrated all CARB and Climate Action Team¹ early actions and additional GHG reduction features by both entities, identified additional measures to be pursued as regulations, and outlined the role of a cap-and-trade program. The key elements of the 2008 *Scoping Plan* include the following (CARB, 2008):

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.
2. Achieving a statewide renewable energy mix of 33 percent.
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions.
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard.
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In the 2008 *Scoping Plan*, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of approximately 28.5 percent from the otherwise projected 2020 emissions level; i.e., those emissions that would occur in 2020, absent GHG-reducing laws and regulations (referred to as "Business-As-Usual" [BAU]). For purposes of calculating this percent reduction, CARB assumed that all new electricity generation would be supplied by natural gas plants, no further regulatory action would impact vehicle fuel efficiency, and building energy efficiency codes would be held at 2005 standards.

¹ The Climate Action Team is comprised of state agency secretaries and heads of state agencies, boards and departments; these members work to coordinate statewide efforts to implement GHG emissions reduction programs and adaptation programs.

In the 2011 Final Supplement to the *Scoping Plan's* Functional Equivalent Document, CARB revised its estimates of the projected 2020 emissions level in light of the economic recession and the availability of updated information about GHG reduction regulations (CARB, 2011). Based on the new economic data, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7 percent (down from 28.5 percent) from the BAU conditions. When the 2020 emissions level projection was updated to account for newly implemented regulatory measures, including Pavley I (model years 2009–2016) and the Renewables Portfolio Standard (12 percent to 20 percent), CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of 16 percent (down from 28.5 percent) from the BAU conditions.

In 2014, CARB adopted the *First Update to the Climate Change Scoping Plan: Building on the Framework (First Update)*. The stated purpose of the *First Update* was to “highlight California’s success to date in reducing its GHG emissions and lay the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.” The *First Update* found that California is on track to meet the 2020 emissions reduction mandate established by AB 32, and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050 if the state realizes the expected benefits of existing policy goals.

In conjunction with the *First Update*, CARB identified “six key focus areas comprising major components of the state’s economy to evaluate and describe the larger transformative actions that will be needed to meet the state’s more expansive emission reduction needs by 2050.” Those six areas are: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and, (6) natural and working lands. The *First Update* identified key recommended actions for each sector that will facilitate achievement of EO S-3-05’s 2050 reduction goal.

Based on CARB’s research efforts presented in the *First Update*, it has a “strong sense of the mix of technologies needed to reduce emissions through 2050.” Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

As part of the *First Update*, CARB recalculated the state’s 1990 emissions level using more recent global warming potentials identified by the IPCC. Using the recalculated 1990

emissions level (431 MMT CO₂e) and the revised 2020 emissions level projection identified in the 2011 Final Supplement, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of approximately 15 percent (instead of 28.5 percent or 16 percent) from the BAU conditions.

In November 2017, CARB released *California's 2017 Climate Change Scoping Plan (Second Update)* for public review and comment (CARB, 2017). This update proposes CARB's strategy for achieving the state's 2030 GHG target as established in SB 32 (discussed below). The strategy includes continuing the Cap-and-Trade Program through 2030², inclusive policies and broad support for clean technologies, enhanced industrial efficiency and competitiveness, prioritization of transportation sustainability, continued leadership on clean energy, putting waste resources to beneficial use, supporting resilient agricultural and rural economics and natural and working lands, securing California's water supplies, and cleaning the air and public health.

When discussing project-level GHG emissions reduction actions and thresholds, the *Second Update* states "[a]chieving no additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development." However, the *Second Update* also recognizes that such an achievement "may not be feasible or appropriate for every project ... and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA." CARB's Governing Board adopted the *Second Update* in December 2017.

CARB's Climate Change Scoping Plan Update 2022

In 2022 California released the latest scoping plan update which lays out the sector-by-sector roadmap for California to achieve carbon neutrality by 2045. This plan, addressing recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045 (CARB, 2022). The plan suggests that bold steps are required by the State and calls for the need of vast research and development with respect to methods of capturing CO₂. The plan calls for a need to take an unprecedented transformation and aggressively seek reductions to reduce the need of fossil fuels by moving to zero emission transportation, electrifying the cars, buses, trucks and trains. The plan relies on external controls and requires partnership and collaboration with the federal government, other U.S. states, and other jurisdictions around the world for California to succeed in achieving its climate targets.

² In July 2017, AB 398 was enacted into law, thereby extending the legislatively authorized lifetime of the Cap-and-Trade Program to December 31, 2030.

The 2022 Scoping Plan includes key actions to support success in the necessary transition away from fossil combustion. Among the actions listed is decarbonizing the electricity sector; which depends on both using energy more efficiently and replacing fossil-fueled generation with renewable and zero carbon resources, including solar, wind, energy storage, 353 geothermal, biomass, and hydroelectric power. Another action includes expanding incentive programs to support the holistic retrofit of existing buildings. Buildings have cross-sector interactions that influence public health and well-being and affect energy use. There are about 14 million existing homes and over 7.5 billion square feet of existing commercial buildings in California. Fossil gas supplies about half of the energy consumed by end uses in these buildings. In achieving carbon neutrality, transitioning away from fossil gas in existing residential and commercial buildings is an important action item.

Section 4.1.2 of Appendix "D" of CARB's 2022 Scoping Plan recommends exploring options to fund or implement local, offsite direct GHG reduction strategies. Examples include local building retrofit programs targeting existing residential and commercial buildings that result in the installation of solar panels and other such measures in exchange for being credited with the resulting GHG reductions in a project's CEQA analyses. Such offsite mitigation measures, "are viable options for mitigation under CEQA and would not be double counted, provided they are not otherwise required by law or regulation and would not have happened but for the mitigation requirements of the project." (CARB, 2022)

AB 97

AB 97 was enacted in 2007 and expressly recognized the need to analyze GHG emissions as a part of the CEQA process. AB 97 required the Governor's Office of Planning and Research (OPR) to develop CEQA Guidelines for GHG emissions (Pub. Resources Code, §21083.05.)

EO B-30-15

EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim goal of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 as set forth in S-3-05. To facilitate achievement of this goal, EO B-30-15 calls for an update to CARB's *Scoping Plan* to express the 2030 target in terms of MMT CO₂e. The EO also calls for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets. Sector-specific agencies in transportation, energy, water, and forestry were required to prepare GHG reduction plans by September 2015, followed by a report on action taken in relation to these plans in June 2016.

SB 32 and AB 197

SB 32 and AB 197 (enacted in 2016) are companion bills that set a new statewide GHG reduction target; make changes to CARB's membership and increase legislative oversight of CARB's climate change-based activities; and expand dissemination of GHG and other air quality-related emissions data to enhance transparency and accountability. More specifically, SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, in order to provide ongoing oversight over implementation of the state's climate policies.

AB 197 also added two members of the Legislature to CARB as nonvoting members. The legislation further requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and identify specific information for GHG emissions reduction measures when updating the scoping plan, including information regarding the range of projected GHG emissions and air pollution reductions that result from each measure and the cost-effectiveness (including avoided social costs) of each measure (see Health & Safety Code Section 38562.7).

EO B-55-18

In 2018, the Governor expanded upon EO S-3-05 by issuing Executive Order B-55-18 and creating a statewide goal of carbon neutrality by 2045. EO B-55-18 identifies CARB as the lead agency to develop a framework for implementation and progress tracking toward this goal. It should be noted that consistency with a statewide carbon neutrality target by 2045 represents the Governor's policy goal but is not required to make a significance determination. The state has already determined that 80 percent below 1990 levels by 2050 is a long-term target that represents California's share of emissions reductions to stabilize and limit global warming and "avoid dangerous climate change". EO B-30-15 sets forth the 2050 target endorsed by the Intergovernmental Panel on Climate Change's finding and notes that the state's 2050 target will "attain a level of emissions necessary to avoid dangerous climate change" because it may limit global warming to 2 degrees Celsius by 2050.

In 2022 California released the latest scoping plan update which lays out the sector-by-sector roadmap for California to achieve carbon neutrality by 2045. This plan, addressing recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045 (CARB, 2022). The plan suggests that bold steps are required by the State

and calls for the need of vast research and development with respect to methods of capturing CO₂. The plan calls for a need to take an unprecedented transformation and aggressively seek reductions to reduce the need of fossil fuels by moving to zero emission transportation, electrifying the cars, buses, trucks and trains. The plan relies on external controls and requires partnership and collaboration with the federal government, other U.S. states, and other jurisdictions around the world for California to succeed in achieving its climate targets.

Assembly Bill 1279

In 2022, the Governor approved Assembly Bill 1279 (AB 1279) (State of California, 2022) which requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill, the California Climate Crisis Act, would declare the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85 percent below the 1990 levels.

Building Energy

Title 20

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. Performance of appliances must be certified through the CEC to demonstrate compliance with standards. New appliances regulated under Title 20 include: refrigerators, refrigerator-freezers and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing for each type of appliance covered under the regulations and appliances must meet the standards for energy performance, energy design, water performance and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Title 24, Part 6

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically establishes Building Energy Efficiency Standards that are designed to ensure new buildings and alterations or additions to existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. The California Energy Commission (CEC) is required by law to adopt standards every 3 years that are cost effective for homeowners over the 30-year lifespan of a building. These standards are updated to consider and incorporate new energy efficient technologies and construction methods. As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The current code requirement is based on the 2022 standards, as those standards went into effect on January 1, 2023. The 2022 standards have mandatory requirements to reduce building envelope air leakage, improve roofing through Solar Reflectance and Thermal Emittance, improve on insulation, improve on space conditioning, water heating and plumbing, and improve on lighting efficiency requirements, to name a few. The project will be required to implement Title 24 2022 or the code cycle relevant at the time of building permit issuance.

Title 24, Part 11

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards initially took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings and schools and hospitals. The CALGreen 2016 standards became effective on January 1, 2017. The mandatory standards require the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.

- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- Sixty-five (65) percent of construction and demolition waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Inclusion of EV charging stations or designated spaces capable of supporting future charging stations.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

The CALGreen standards also include voluntary efficiency measures that are provided at two separate tiers and implemented at the discretion of local agencies and applicants. CALGreen's Tier 1 standards call for a 15 percent improvement in energy requirements; stricter water conservation, 10 percent recycled content in building materials, 20 percent permeable paving, 20 percent cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30 percent improvement in energy requirements, stricter water conservation, 75 percent diversion of construction and demolition waste, 15 percent recycled content in building materials, 30 percent permeable paving, 25 percent cement reduction, and cool/solar-reflective roofs.

The latest CALGreen Standards were updated in 2022 and became effective on January 1, 2023. The updated Code includes modifications to current codes and is currently a requirement for this Project. Mandatory requirements include many updated Electric Vehicle Charging requirements for multi- and single-family developments (California Title 24, Part 11, 2022).

Mobile Sources

AB 1493

In response to the transportation sector accounting for more than half of California's CO₂ emissions, AB 1493 was enacted in July 2002. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles

manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004 (CARB, 2017).

EO S-1-07

Issued in January 2007, EO S-1-07 sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO₂e grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent by 2020. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered. CARB adopted the implementing regulation in April 2009.

The latest amendment to LCFS implementation regulations was in 2018 via CARB approved amendments which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32 (CARB, 2018).

SB 375

SB 375 (2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 required CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035. Regional metropolitan planning organizations (MPOs) are then responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan. The goal of the SCS is to establish a forecasted development pattern for the region that, after considering transportation measures and policies, will achieve, if feasible and if implemented, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

The latest RTP for the region Connect SOCAL 2020 (SCAG, 2022) indicates that for Southern California Association of Governments (SCAG), a 8 percent reduction in emissions per capita by 2020 and a 19 percent reduction by 2035; the targets are expressed as a percent change in per capita passenger vehicle GHG emissions relative to 2005 (CARB, 2023). The plan outlines "Core Vision" centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The Core Vision plans on Demand Management focuses on the following:

Demand and System Management

Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.

Goods Movement

The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.

Complete Streets

Creating "complete streets" that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.

System Preservation & Resilience

"Fix It First" has been a guiding principle for prioritizing transportation funding in the regional transportation plan for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost effective

Transit Backbone

Expanding the transit network and fostering development in transit-oriented communities is central to the region's plan for meeting mobility and sustainability goals while continuing to grow the regional economy.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program, a new emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package.

The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars (CARB, 2017). To improve air quality, CARB also has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that, in 2025, cars will emit 75 percent less smog-forming pollution than the average new car sold today. To reduce GHG emissions, CARB, in conjunction with the EPA and the NHTSA, also has adopted new GHG standards for model year 2017 to 2025 vehicles; the new standards are estimated to reduce GHG emissions by 34 percent in 2025 (California Air Resources Board, 2012).

This program was recently updated and is known as the Advanced Clean Cars II (ACC II) Program which continues the concept of increasing stringency for fuel-efficiency standards and increasing the number of zero emission vehicles (ZEVs) (CARB, 2023). The regulations are two-pronged. First, it amends the Zero-emission Vehicle (ZEV) Regulation to require an increasing number of ZEVs, and relies on currently available advanced vehicle technologies, including battery-electric, hydrogen fuel cell electric and plug-in hybrid electric-vehicles, to meet air quality and climate change emissions standards. These amendments support Governor Newsom's 2020 Executive Order N-79-20 that requires all new passenger vehicles sold in California to be zero emissions by 2035. Second, the Low-emission Vehicle Regulations were amended to include increasingly stringent standards for gasoline cars and heavier passenger trucks to continue to reduce smog-forming emissions.

In October 2023, staff launched a new effort to consider potential amendments to the Advanced Clean Cars II regulations, including updates to the tailpipe greenhouse gas emission standard and limited revisions to the Low-emission Vehicle and ZEV regulations.

EO N-79-20, Zero Emission by 2035, calls for elimination of new internal combustion passenger vehicles by 2035 (CARB, 2023). By setting a course to end sales of internal combustion passenger vehicles by 2035, the Governor's Executive Order establishes a target for the transportation sector that helps put the state on a path to carbon neutrality by 2045. It is important to note that the Executive Order focuses on new vehicle sales for automakers, and therefore does not require Californians to give up the existing cars and trucks they already own. The primary mechanism for achieving the ZEV target for passenger cars and light trucks is the Advanced Clean Cars (ACC) II Program.

As part of the Executive Order, the Governor's Office of Business and Economic Development (GO-Biz) was tasked with preparing a ZEV Market Development Strategy along with the accompanying California State agency ZEV Action Plans.

In addition to ACC II, the Clean Miles Standard regulation will also help enable the goal of 100% ZEV sales in 2035 by creating demand for ZEVs. This regulation will have aggressive

requirements for electric miles that will transition ride-hailing fleets to zero-emission operations starting in 2023 and ramping up through 2030. This regulation was approved by the CARB Board in 2021.

EO B-16-12

EO B-16-12 (March 2012) directs state entities under the Governor's direction and control to support and facilitate development and distribution of ZEVs. This EO also sets a long-term target of reaching 1.5 million zero-emission vehicles on California's roadways by 2025. On a statewide basis, EO B-16-12 also establishes a GHG emissions reduction target from the transportation sector equaling 80 percent less than 1990 levels by 2050. In furtherance of this EO, the Governor convened an Interagency Working Group on Zero-Emission Vehicles that has published multiple reports regarding the progress made on the penetration of ZEVs in the statewide vehicle fleet.

SB 350

In 2015, SB 350 – the Clean Energy and Pollution Reduction Act – was enacted into law. As one of its elements, SB 350 establishes a statewide policy for widespread electrification of the transportation sector, recognizing that such electrification is required for achievement of the state's 2030 and 2050 reduction targets (see Public Utilities Code Section 740.12).

Renewable Energy Procurement

SB 1078

SB 1078 (2002) established the Renewables Portfolio Standard (RPS) program, which requires an annual increase in renewable generation by the utilities equivalent to at least 1 percent of sales, with an aggregate goal of 20 percent by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20 percent of their power from renewable sources by 2010.

SB X1 2

SB X1 2 (2011) expanded the RPS by establishing that 20 percent of the total electricity sold to retail customers in California per year by December 31, 2013, and 33 percent by December 31, 2020, and in subsequent years be secured from qualifying renewable energy sources. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid

waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location. In addition to the retail sellers previously covered by the RPS, SB X1 2 added local, publicly owned electric utilities to the RPS.

SB 350

SB 350 (2015) further expanded the RPS by establishing that 50 percent of the total electricity sold to retail customers in California per year by December 31, 2030 be secured from qualifying renewable energy sources. In addition, SB 350 includes the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency.

SB 100

SB 100 (2018) has further accelerated and expanded the RPS, requiring achievement of a 50 percent RPS by December 31, 2026 and a 60 percent RPS by December 31, 2030. SB 100 also established a new statewide policy goal that calls for eligible renewable energy resources and zero-carbon resources to supply 100 percent of electricity retail sales within the State of California by December 31, 2045.

SB 1020

In 2022, the Governor approved SB 1020 (State of California, 2022). This bill requires the state board to conduct a series of public workshops to give interested parties an opportunity to comment on the plan and requires a portion of those workshops to be conducted in regions of the state that have the most significant exposure to pollutants. This bill includes as regions for these workshops federal extreme nonattainment areas that have communities with minority populations, communities with low-income populations, or both.

Under existing law, it was the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

This bill revised the state policy to instead provide that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of

electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035, as specified.

Water

EO B-29-15

In response to drought-related concerns, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25 percent relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have since become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

Solid Waste

AB 939 and AB 341

AB 939 (1989), known as the Integrated Waste Management Act (Public Resources Code Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25 percent by 1995 and 50 percent by the year 2000.

AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal. CalRecycle has conducted multiple workshops and published documents that identify priority strategies that CalRecycle believes would assist the state in reaching the 75 percent goal by 2020.

Increasing the amount of commercial solid waste that is recycled, reused, or composted will reduce GHG emissions primarily by 1) reducing the energy requirements associated with the

extraction, harvest, and processing of raw materials and 2) using recyclable materials that require less energy than raw materials to manufacture finished products (CalRecycle, 2020) Increased diversion of organic materials (green and food waste) will also reduce GHG emissions (CO₂ and CH₄) resulting from decomposition in landfills by redirecting this material to processes that use the solid waste material to produce vehicle fuels, heat, electricity, or compost.

AB 1826 (2014)

In October 2014 Governor Brown signed AB 1826 which requires businesses to recycle their organic waste as of April 1, 2016. The law also required that after January 1, 2016, local jurisdictions across the state were required to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. This requires business generating over 8 cubic yards (CY) of waste per week to arrange organic waste recycling services. The law also contained a trigger that allowed for increased implementation. For example, in 2019 CalRecycle changed the 8 CY threshold to 4 CY and then in 2020 to CY for business to implement organic recycling programs (CalRecycle, 2023).

Senate Bill 1383

Short-Lived Climate Pollutants: Organic (2016) is a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) (CalRecycle, 2016). Specifically, the law sets the following targets: 1) Reduce statewide disposal of organic waste by 50% by January 1, 2020 and by 75% by January 1, 2025 (based on 2014 levels), and 2) rescue at least 20% of currently disposed of edible food for human consumption by 2025.

3.3 City of Beaumont Thresholds of Significance

To determine whether a project would create potential impacts, the City of Beaumont uses the County of Riversides screening thresholds.

The County's Air Quality Element of the General Plan includes specific policies to address GHG emissions. The implementation mechanisms for these GHG-related policies are the Screening Tables for New Development, included in Appendix N of the General Plan. The Screening Tables allow new development projects to be a streamlined option for complying with the CEQA requirements for addressing GHG emissions. The screening tables are setup similar to a checklist with points allocated to certain elements that reduce greenhouse gas emissions; if the project garners 100 points (by including enough GHG-reducing elements),

then the project is consistent with Riverside County's plan for reducing emissions (County of Riverside, 2019).

Projects that are sufficiently small enough will have the option of preparing a project-specific technical analysis to quantify and mitigate GHG emissions. A threshold level above 3,000 Metric Ton (MT) CO₂e per year will be used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate projects.

4.0 METHODOLOGY

4.1 Construction CO₂e Emissions Calculation Methodology

The Project construction dates were provided by the Project Engineer. Pending approval, the Project is expected to kick off construction in the summer of 2025 and be completed in approximately one year. The project site has been previously disturbed and would require some demolition or movement of onsite temporary structures to accommodate the Project. Also, as a design feature the project will utilize at least Tier 3 diesel construction equipment during construction. Table 4.1 shows the expected timeframes as well as the expected number of pieces of equipment to complete the project for the scenario identified.

Table 4.1: Expected Construction Equipment

Equipment Identification	Start Dates	Completion Dates	Quantity
Demolition	11/1/2025	11/7/2025	
Excavators			1
Site Preparation	11/8/2025	11/21/2025	
Rubber Tired Dozers			1
Tractors/Loaders/Backhoes			1
Grading	11/22/2025	12/19/2025	
Excavators			1
Graders			1
Tractors/Loaders/Backhoes			2
Building Construction	12/20/2025	11/6/2026	
Cranes			1
Forklifts			3
Tractors/Loaders/Backhoes			1
Welders			1
Skid Steer Loaders			1
Paving	11/7/2026	12/4/2026	
Pavers			2
Paving Equipment			2
Rollers			2
Architectural Coating	10/1/2026	11/6/2026	
Air Compressors			1
This equipment list is based upon equipment inventory within CALLEEMOD 2022.1. The quantity and types are based upon discussions with the Project Engineer.			

GHG impacts related to construction and daily operations were calculated using the latest CalEEMod model, which was developed by SCQAMD 2022.1 (California Air Pollution Control Officers Association, 2021).

4.2 Operational Emissions Calculation Methodology

Once construction is completed the proposed project would generate air quality and GHG emissions from daily operations which would include sources such as Area, Energy, Mobile, Solid waste and Water uses, which are calculated within CalEEMod. Area Sources include usage of consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Solid waste generated in the form of trash is also considered as decomposition of organic material breaks down to form GHGs. GHGs from water are also indirectly generated through the conveyance of the resource via pumping throughout the state and as necessary for wastewater treatment.

Finally, the project would also generate air quality emissions and GHG through the use of gasoline burning vehicles for transportation. CalEEMod 2022.1 is used for these calculations and the output is provided as **Attachment A** to this report. The Project would install a number of CNG, Hydrogen, and Electrical Vehicle Charging stations. This effort would shift the usage of traditionally gas or diesel fuels to CNG, Hydrogen or electric. Since this analysis is worst-case, should compliance with traditional fuels generate a less than significant impact, the use of CNG, Hydrogen and Electric would also generate less than significant impacts.

5.0 FINDINGS

5.1 Project Related Construction Emissions

Utilizing the CalEEMod inputs shown in Table 4.1, grading and construction activities for the project are estimated to generate a maximum of 251 MT CO₂e per year during construction. This level of emissions is well below the County's Screening Threshold of 3,000 MT CO₂e per year, indicating that construction operations would result in less than significant GHG emissions. Additionally, if all construction activities were to begin and conclude in 2026, the total GHG emissions would be approximately 281.3 MT CO₂e, which also remains below the 3,000 MT CO₂e threshold. Therefore, construction activities are anticipated to have a less than significant impact on GHG emissions.

Table 5.1: Expected Annual Construction CO₂e Emissions Summary MT/Year

Year	Bio-CO₂	NBio-CO₂	Total CO₂	CH₄	N₂O	CO₂e
2025	0.00	30.2	30.2	< 0.005	< 0.005	30.3
2026	0.00	249	249	0.01	< 0.005	251
Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 4.1 above.						

5.2 Project Related Operational Emissions/Conclusions

As previously discussed, emissions generated from Area, Energy, Mobile, Solid Waste and Water uses are also calculated within CalEEMod. The program is largely based on default settings which are automatically populated throughout the model based on the imputed land use. Statewide averages for utility emissions were utilized for the calculations throughout the model. The calculated operational emissions are identified in Table 5.2 on the following Page.

Based upon the findings for the proposed project, the operational activities of the project would not generate yearly GHG emissions in excess of the 3,000 MT CO₂e screening threshold and would therefore not be required to use screening tables to comply with CEQA. Given this no significant GHG impacts are expected nor would mitigation reductions be required.

Table 5.2: Expected Operational Emissions Summary MT/Year

Year	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mobile	0.00	1,775.00	1,775.00	0.06	0.08	1,802.00
Area	0.00	0.63	0.63	< 0.005	< 0.005	0.63
Energy	0.00	143.00	143.00	0.01	< 0.005	144.00
Water	1.95	6.98	8.93	0.20	< 0.005	15.40
Waste	15.8	0.00	15.80	1.58	0.00	55.20
Total Operations						2,017.23
Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 1 above. Data is presented in decimal format and may have rounding errors.						

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ATTACHMENT A

CalEEMod 2022.1

Beaumont City Yard Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Beaumont City Yard
Construction Start Date	11/1/2025
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	25.8
Location	Veile Ave & W 4th St, Beaumont, CA 92223, USA
County	Riverside-South Coast
City	Beaumont
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5632
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Government (Civic Center)	31.0	1000sqft	4.00	31,000	20,000	—	—	—

Parking Lot	200	Space	2.15	0.00	10,000	—	—	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-6	Use Diesel Particulate Filters

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.59	9.44	13.1	0.02	0.33	0.17	0.51	0.30	0.04	0.34	—	2,320	2,320	0.09	0.04	2,336
Mit.	0.59	9.44	13.1	0.02	0.05	0.17	0.23	0.05	0.04	0.09	—	2,320	2,320	0.09	0.04	2,336
% Reduced	—	—	—	—	84%	—	56%	84%	—	74%	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.3	10.5	14.0	0.02	0.41	6.62	6.89	0.38	3.38	3.63	—	2,468	2,468	0.09	0.05	2,484
Mit.	12.3	10.5	14.0	0.02	0.06	6.62	6.66	0.06	3.38	3.42	—	2,468	2,468	0.09	0.05	2,484
% Reduced	—	—	—	—	85%	—	3%	85%	—	6%	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.27	6.28	8.52	0.01	0.23	0.22	0.35	0.21	0.10	0.24	—	1,507	1,507	0.06	0.03	1,517
Mit.	1.27	6.28	8.52	0.01	0.04	0.22	0.23	0.03	0.10	0.10	—	1,507	1,507	0.06	0.03	1,517

% Reduced	—	—	—	—	84%	—	35%	84%	—	57%	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.23	1.15	1.56	< 0.005	0.04	0.04	0.06	0.04	0.02	0.04	—	249	249	0.01	< 0.005	251
Mit.	0.23	1.15	1.56	< 0.005	0.01	0.04	0.04	0.01	0.02	0.02	—	249	249	0.01	< 0.005	251
% Reduced	—	—	—	—	84%	—	35%	84%	—	57%	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.59	9.44	13.1	0.02	0.33	0.17	0.51	0.30	0.04	0.34	—	2,320	2,320	0.09	0.04	2,336
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.61	9.58	12.9	0.02	0.35	6.62	6.89	0.32	3.38	3.63	—	2,314	2,314	0.09	0.05	2,330
2026	12.3	10.5	14.0	0.02	0.41	0.20	0.61	0.38	0.05	0.43	—	2,468	2,468	0.09	0.05	2,484
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	0.74	1.08	< 0.005	0.03	0.22	0.25	0.03	0.10	0.12	—	182	182	0.01	< 0.005	183
2026	1.27	6.28	8.52	0.01	0.23	0.12	0.35	0.21	0.03	0.24	—	1,507	1,507	0.06	0.03	1,517
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.01	0.13	0.20	< 0.005	0.01	0.04	0.05	< 0.005	0.02	0.02	—	30.2	30.2	< 0.005	< 0.005	30.3
2026	0.23	1.15	1.56	< 0.005	0.04	0.02	0.06	0.04	0.01	0.04	—	249	249	0.01	< 0.005	251

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.59	9.44	13.1	0.02	0.05	0.17	0.23	0.05	0.04	0.09	—	2,320	2,320	0.09	0.04	2,336
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.61	9.58	12.9	0.02	0.05	6.62	6.66	0.05	3.38	3.42	—	2,314	2,314	0.09	0.05	2,330
2026	12.3	10.5	14.0	0.02	0.06	0.20	0.26	0.06	0.05	0.10	—	2,468	2,468	0.09	0.05	2,484
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	0.74	1.08	< 0.005	< 0.005	0.22	0.23	< 0.005	0.10	0.10	—	182	182	0.01	< 0.005	183
2026	1.27	6.28	8.52	0.01	0.04	0.12	0.15	0.03	0.03	0.06	—	1,507	1,507	0.06	0.03	1,517
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.01	0.13	0.20	< 0.005	< 0.005	0.04	0.04	< 0.005	0.02	0.02	—	30.2	30.2	< 0.005	< 0.005	30.3
2026	0.23	1.15	1.56	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	—	249	249	0.01	< 0.005	251

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.72	6.06	58.1	0.16	0.13	13.9	14.0	0.12	3.52	3.64	107	16,748	16,855	11.3	0.68	17,391
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.24	6.48	46.5	0.15	0.13	13.9	14.0	0.12	3.52	3.64	107	15,773	15,880	11.3	0.70	16,374
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	4.09	4.79	35.5	0.11	0.10	9.74	9.83	0.09	2.47	2.56	107	11,630	11,737	11.2	0.52	12,186
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.75	0.87	6.48	0.02	0.02	1.78	1.79	0.02	0.45	0.47	17.7	1,925	1,943	1.85	0.09	2,018

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.73	5.82	56.6	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	15,835	15,835	0.51	0.64	16,091
Area	0.98	0.01	1.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.54	5.54	< 0.005	< 0.005	5.56
Energy	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	865	865	0.08	0.01	869
Water	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Waste	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	5.72	6.06	58.1	0.16	0.13	13.9	14.0	0.12	3.52	3.64	107	16,748	16,855	11.3	0.68	17,391
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.47	6.25	46.3	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	14,866	14,866	0.52	0.67	15,079
Area	0.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	865	865	0.08	0.01	869
Water	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Waste	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	5.24	6.48	46.5	0.15	0.13	13.9	14.0	0.12	3.52	3.64	107	15,773	15,880	11.3	0.70	16,374
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	3.17	4.55	34.4	0.10	0.08	9.74	9.81	0.07	2.47	2.54	—	10,719	10,719	0.37	0.48	10,887
Area	0.91	0.01	0.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.80	3.80	< 0.005	< 0.005	3.81
Energy	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	865	865	0.08	0.01	869
Water	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Waste	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	4.09	4.79	35.5	0.11	0.10	9.74	9.83	0.09	2.47	2.56	107	11,630	11,737	11.2	0.52	12,186
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.58	0.83	6.27	0.02	0.01	1.78	1.79	0.01	0.45	0.46	—	1,775	1,775	0.06	0.08	1,802
Area	0.17	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.63	0.63	< 0.005	< 0.005	0.63
Energy	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	143	143	0.01	< 0.005	144
Water	—	—	—	—	—	—	—	—	—	—	1.95	6.98	8.93	0.20	< 0.005	15.4
Waste	—	—	—	—	—	—	—	—	—	—	15.8	0.00	15.8	1.58	0.00	55.2
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01
Total	0.75	0.87	6.48	0.02	0.02	1.78	1.79	0.02	0.45	0.47	17.7	1,925	1,943	1.85	0.09	2,018

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.73	5.82	56.6	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	15,835	15,835	0.51	0.64	16,091
Area	0.98	0.01	1.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.54	5.54	< 0.005	< 0.005	5.56
Energy	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	865	865	0.08	0.01	869
Water	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Waste	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	5.72	6.06	58.1	0.16	0.13	13.9	14.0	0.12	3.52	3.64	107	16,748	16,855	11.3	0.68	17,391

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.47	6.25	46.3	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	14,866	14,866	0.52	0.67	15,079
Area	0.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	865	865	0.08	0.01	869
Water	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Waste	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	5.24	6.48	46.5	0.15	0.13	13.9	14.0	0.12	3.52	3.64	107	15,773	15,880	11.3	0.70	16,374
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.17	4.55	34.4	0.10	0.08	9.74	9.81	0.07	2.47	2.54	—	10,719	10,719	0.37	0.48	10,887
Area	0.91	0.01	0.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.80	3.80	< 0.005	< 0.005	3.81
Energy	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	865	865	0.08	0.01	869
Water	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Waste	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	4.09	4.79	35.5	0.11	0.10	9.74	9.83	0.09	2.47	2.56	107	11,630	11,737	11.2	0.52	12,186
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.58	0.83	6.27	0.02	0.01	1.78	1.79	0.01	0.45	0.46	—	1,775	1,775	0.06	0.08	1,802
Area	0.17	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.63	0.63	< 0.005	< 0.005	0.63
Energy	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	143	143	0.01	< 0.005	144
Water	—	—	—	—	—	—	—	—	—	—	1.95	6.98	8.93	0.20	< 0.005	15.4
Waste	—	—	—	—	—	—	—	—	—	—	15.8	0.00	15.8	1.58	0.00	55.2
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01
Total	0.75	0.87	6.48	0.02	0.02	1.78	1.79	0.02	0.45	0.47	17.7	1,925	1,943	1.85	0.09	2,018

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.83	1.02	< 0.005	0.03	—	0.03	0.02	—	0.02	—	142	142	0.01	< 0.005	142
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.94	1.94	< 0.005	< 0.005	1.95
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.32	0.32	< 0.005	< 0.005	0.32
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.4	32.4	< 0.005	< 0.005	32.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	0.46
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	0.08
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
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

3.2. Demolition (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.83	1.02	< 0.005	0.03	—	0.03	0.02	—	0.02	—	142	142	0.01	< 0.005	142

Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.94	1.94	< 0.005	< 0.005	1.95
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.32	0.32	< 0.005	< 0.005	0.32
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.4	32.4	< 0.005	< 0.005	32.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	0.46
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
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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	0.08
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
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

3.3. Site Preparation (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	7.11	8.64	0.02	0.28	—	0.28	0.25	—	0.25	—	1,668	1,668	0.07	0.01	1,674
Dust From Material Movement	—	—	—	—	—	6.55	6.55	—	3.37	3.37	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.19	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.7	45.7	< 0.005	< 0.005	45.9
Dust From Material Movement	—	—	—	—	—	0.18	0.18	—	0.09	0.09	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.57	7.57	< 0.005	< 0.005	7.59
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	64.8	64.8	< 0.005	< 0.005	65.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.80	1.80	< 0.005	< 0.005	1.82
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	0.30
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
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

3.4. Site Preparation (2025) - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	7.11	8.64	0.02	0.04	—	0.04	0.04	—	0.04	—	1,668	1,668	0.07	0.01	1,674
Dust From Material Movement	—	—	—	—	—	6.55	6.55	—	3.37	3.37	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.19	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.7	45.7	< 0.005	< 0.005	45.9
Dust From Material Movement	—	—	—	—	—	0.18	0.18	—	0.09	0.09	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.57	7.57	< 0.005	< 0.005	7.59
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	64.8	64.8	< 0.005	< 0.005	65.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.80	1.80	< 0.005	< 0.005	1.82
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	0.30
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
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

3.5. Grading (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	5.52	8.79	0.01	0.23	—	0.23	0.21	—	0.21	—	1,291	1,291	0.05	0.01	1,295
Dust From Material Movement	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—

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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.30	0.48	< 0.005	0.01	—	0.01	0.01	—	0.01	—	70.7	70.7	< 0.005	< 0.005	71.0
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	< 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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.7	11.7	< 0.005	< 0.005	11.8
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.58	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	130	130	0.01	< 0.005	131
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	7.29
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

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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.19	1.19	< 0.005	< 0.005	1.21
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
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

3.6. Grading (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	5.52	8.79	0.01	0.03	—	0.03	0.03	—	0.03	—	1,291	1,291	0.05	0.01	1,295
Dust From Material Movement	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.30	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	70.7	70.7	< 0.005	< 0.005	71.0
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	< 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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.7	11.7	< 0.005	< 0.005	11.8
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.58	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	130	130	0.01	< 0.005	131
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	7.29
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.19	1.19	< 0.005	< 0.005	1.21
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
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

3.7. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	9.36	12.3	0.02	0.35	—	0.35	0.31	—	0.31	—	2,030	2,030	0.08	0.02	2,037
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.22	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01	—	47.7	47.7	< 0.005	< 0.005	47.8
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.89	7.89	< 0.005	< 0.005	7.92
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.58	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	129	129	0.01	< 0.005	130
Vendor	< 0.005	0.18	0.05	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	156	156	< 0.005	0.02	163
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.06	3.06	< 0.005	< 0.005	3.10
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.65	3.65	< 0.005	< 0.005	3.82
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.51	0.51	< 0.005	< 0.005	0.51
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	0.63
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

3.8. Building Construction (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	9.36	12.3	0.02	0.05	—	0.05	0.05	—	0.05	—	2,030	2,030	0.08	0.02	2,037
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.22	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.7	47.7	< 0.005	< 0.005	47.8
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.89	7.89	< 0.005	< 0.005	7.92

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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.58	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	129	129	0.01	< 0.005	130
Vendor	< 0.005	0.18	0.05	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	156	156	< 0.005	0.02	163
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.06	3.06	< 0.005	< 0.005	3.10
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.65	3.65	< 0.005	< 0.005	3.82
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.51	0.51	< 0.005	< 0.005	0.51
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	0.63
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

3.9. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	9.23	12.3	0.02	0.33	—	0.33	0.30	—	0.30	—	2,030	2,030	0.08	0.02	2,037

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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	9.23	12.3	0.02	0.33	—	0.33	0.30	—	0.30	—	2,030	2,030	0.08	0.02	2,037
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	5.60	7.46	0.01	0.20	—	0.20	0.18	—	0.18	—	1,232	1,232	0.05	0.01	1,236
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	1.02	1.36	< 0.005	0.04	—	0.04	0.03	—	0.03	—	204	204	0.01	< 0.005	205
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.71	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	137	137	0.01	< 0.005	139
Vendor	< 0.005	0.16	0.05	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	153	153	< 0.005	0.02	160
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.54	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	126	126	< 0.005	< 0.005	127
Vendor	< 0.005	0.17	0.05	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	153	153	< 0.005	0.02	160
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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.34	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	77.3	77.3	< 0.005	< 0.005	78.3
Vendor	< 0.005	0.10	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	92.8	92.8	< 0.005	0.01	97.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	13.0
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.4	15.4	< 0.005	< 0.005	16.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	9.23	12.3	0.02	0.05	—	0.05	0.05	—	0.05	—	2,030	2,030	0.08	0.02	2,037
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	9.23	12.3	0.02	0.05	—	0.05	0.05	—	0.05	—	2,030	2,030	0.08	0.02	2,037
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	5.60	7.46	0.01	0.03	—	0.03	0.03	—	0.03	—	1,232	1,232	0.05	0.01	1,236

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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	1.02	1.36	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	204	204	0.01	< 0.005	205
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.71	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	137	137	0.01	< 0.005	139
Vendor	< 0.005	0.16	0.05	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	153	153	< 0.005	0.02	160
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.54	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	126	126	< 0.005	< 0.005	127
Vendor	< 0.005	0.17	0.05	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	153	153	< 0.005	0.02	160
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.34	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	77.3	77.3	< 0.005	< 0.005	78.3
Vendor	< 0.005	0.10	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	92.8	92.8	< 0.005	0.01	97.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	13.0
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.4	15.4	< 0.005	< 0.005	16.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	8.37	10.3	0.01	0.41	—	0.41	0.38	—	0.38	—	1,511	1,511	0.06	0.01	1,516
Paving	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.46	0.56	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	83.1
Paving	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.08	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	13.8
Paving	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.06	0.07	0.82	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	193
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	10.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.75	1.75	< 0.005	< 0.005	1.77
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
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

3.12. Paving (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	8.37	10.3	0.01	0.06	—	0.06	0.06	—	0.06	—	1,511	1,511	0.06	0.01	1,516
Paving	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.46	0.56	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	82.8	82.8	< 0.005	< 0.005	83.1
Paving	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.08	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	13.8
Paving	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.82	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	193
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	10.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.75	1.75	< 0.005	< 0.005	1.77
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
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

3.13. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architect ural Coatings	11.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.08	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.88	9.88	< 0.005	< 0.005	9.91
Architect ural Coatings	0.86	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	1.64
Architect ural Coatings	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.2	25.2	< 0.005	< 0.005	25.5
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.88	1.88	< 0.005	< 0.005	1.91
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	0.32
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
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

3.14. Architectural Coating (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	134

Architect Coatings	11.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.08	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.88	9.88	< 0.005	< 0.005	9.91
Architect ural Coatings	0.86	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	1.64
Architect ural Coatings	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.2	25.2	< 0.005	< 0.005	25.5
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.88	1.88	< 0.005	< 0.005	1.91

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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	0.32
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
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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	4.73	5.82	56.6	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	15,835	15,835	0.51	0.64	16,091
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
Total	4.73	5.82	56.6	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	15,835	15,835	0.51	0.64	16,091
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	4.47	6.25	46.3	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	14,866	14,866	0.52	0.67	15,079
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

Total	4.47	6.25	46.3	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	14,866	14,866	0.52	0.67	15,079
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	0.58	0.83	6.27	0.02	0.01	1.78	1.79	0.01	0.45	0.46	—	1,775	1,775	0.06	0.08	1,802
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
Total	0.58	0.83	6.27	0.02	0.01	1.78	1.79	0.01	0.45	0.46	—	1,775	1,775	0.06	0.08	1,802

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	4.73	5.82	56.6	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	15,835	15,835	0.51	0.64	16,091
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
Total	4.73	5.82	56.6	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	15,835	15,835	0.51	0.64	16,091
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	4.47	6.25	46.3	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	14,866	14,866	0.52	0.67	15,079
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
Total	4.47	6.25	46.3	0.15	0.11	13.9	14.0	0.10	3.52	3.62	—	14,866	14,866	0.52	0.67	15,079
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Governm (Civic Center)	0.58	0.83	6.27	0.02	0.01	1.78	1.79	0.01	0.45	0.46	—	1,775	1,775	0.06	0.08	1,802
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
Total	0.58	0.83	6.27	0.02	0.01	1.78	1.79	0.01	0.45	0.46	—	1,775	1,775	0.06	0.08	1,802

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	513	513	0.05	0.01	516
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	77.8	77.8	0.01	< 0.005	78.3
Total	—	—	—	—	—	—	—	—	—	—	—	591	591	0.06	0.01	594
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	513	513	0.05	0.01	516
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	77.8	77.8	0.01	< 0.005	78.3
Total	—	—	—	—	—	—	—	—	—	—	—	591	591	0.06	0.01	594
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Governm ent	—	—	—	—	—	—	—	—	—	—	—	84.9	84.9	0.01	< 0.005	85.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	12.9	12.9	< 0.005	< 0.005	13.0
Total	—	—	—	—	—	—	—	—	—	—	—	97.8	97.8	0.01	< 0.005	98.4

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	513	513	0.05	0.01	516
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	77.8	77.8	0.01	< 0.005	78.3
Total	—	—	—	—	—	—	—	—	—	—	—	591	591	0.06	0.01	594
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	513	513	0.05	0.01	516
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	77.8	77.8	0.01	< 0.005	78.3
Total	—	—	—	—	—	—	—	—	—	—	—	591	591	0.06	0.01	594
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	84.9	84.9	0.01	< 0.005	85.4

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	12.9	12.9	< 0.005	< 0.005	13.0
Total	—	—	—	—	—	—	—	—	—	—	—	97.8	97.8	0.01	< 0.005	98.4

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	274	274	0.02	< 0.005	275
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
Total	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	274	274	0.02	< 0.005	275
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	274	274	0.02	< 0.005	275
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
Total	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	274	274	0.02	< 0.005	275
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.4	45.4	< 0.005	< 0.005	45.5
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

Total	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.4	45.4	< 0.005	< 0.005	45.5
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4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	274	274	0.02	< 0.005	275
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
Total	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	274	274	0.02	< 0.005	275
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	274	274	0.02	< 0.005	275
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
Total	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	274	274	0.02	< 0.005	275
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.4	45.4	< 0.005	< 0.005	45.5
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
Total	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.4	45.4	< 0.005	< 0.005	45.5

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.01	1.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.54	5.54	< 0.005	< 0.005	5.56
Total	0.98	0.01	1.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.54	5.54	< 0.005	< 0.005	5.56
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.63	0.63	< 0.005	< 0.005	0.63
Total	0.17	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.63	0.63	< 0.005	< 0.005	0.63

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.01	1.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.54	5.54	< 0.005	< 0.005	5.56
Total	0.98	0.01	1.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.54	5.54	< 0.005	< 0.005	5.56
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.63	0.63	< 0.005	< 0.005	0.63
Total	0.17	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.63	0.63	< 0.005	< 0.005	0.63

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	11.8	41.4	53.2	1.21	0.03	92.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.80	0.80	< 0.005	< 0.005	0.80
Total	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	11.8	41.4	53.2	1.21	0.03	92.2

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.80	0.80	< 0.005	< 0.005	0.80
Total	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	1.95	6.85	8.80	0.20	< 0.005	15.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.13	0.13	< 0.005	< 0.005	0.13
Total	—	—	—	—	—	—	—	—	—	—	1.95	6.98	8.93	0.20	< 0.005	15.4

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	11.8	41.4	53.2	1.21	0.03	92.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.80	0.80	< 0.005	< 0.005	0.80
Total	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	11.8	41.4	53.2	1.21	0.03	92.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.80	0.80	< 0.005	< 0.005	0.80

Total	—	—	—	—	—	—	—	—	—	—	11.8	42.2	54.0	1.21	0.03	93.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	1.95	6.85	8.80	0.20	< 0.005	15.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.13	0.13	< 0.005	< 0.005	0.13
Total	—	—	—	—	—	—	—	—	—	—	1.95	6.98	8.93	0.20	< 0.005	15.4

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	15.8	0.00	15.8	1.58	0.00	55.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	15.8	0.00	15.8	1.58	0.00	55.2

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	95.2	0.00	95.2	9.52	0.00	333
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Governm (Civic Center)	—	—	—	—	—	—	—	—	—	—	15.8	0.00	15.8	1.58	0.00	55.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	15.8	0.00	15.8	1.58	0.00	55.2

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Governm ent (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01

4.6.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	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	11/1/2025	11/7/2025	5.00	5.00	—
Site Preparation	Site Preparation	11/8/2025	11/21/2025	5.00	10.0	—
Grading	Grading	11/22/2025	12/19/2025	5.00	20.0	—
Building Construction	Building Construction	12/20/2025	11/6/2026	5.00	230	—
Paving	Paving	11/7/2026	12/4/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	10/1/2026	11/6/2026	5.00	27.0	—

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	1.00	8.00	36.0	0.38
Site Preparation	Rubber Tired Dozers	Diesel	Tier 3	1.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 3	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37

Building Construction	Cranes	Diesel	Tier 3	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 3	3.00	8.00	82.0	0.20
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 3	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 3	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 3	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Site Preparation	Rubber Tired Dozers	Diesel	Tier 3	1.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 3	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 3	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 3	3.00	8.00	82.0	0.20
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 3	2.00	8.00	89.0	0.36

Paving	Rollers	Diesel	Tier 3	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 3	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	2.50	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	9.92	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	5.08	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	1.98	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	2.50	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—

Building Construction	Worker	9.92	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	5.08	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	1.98	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	46,500	15,500	5,619

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
------------	------------------------	------------------------	----------------------	-------------------------------	---------------------

Demolition	0.00	0.00	0.00	—	—
Site Preparation	—	—	5.00	0.00	—
Grading	—	—	10.0	0.00	—
Paving	0.00	0.00	0.00	0.00	2.15

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Government (Civic Center)	0.00	0%
Parking Lot	2.15	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005
2026	0.00	532	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
Government (Civic Center)	1,053	0.00	0.00	274,631	19,571	0.00	0.00	5,102,553
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Government (Civic Center)	1,053	0.00	0.00	274,631	19,571	0.00	0.00	5,102,553
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	46,500	15,500	5,619

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Government (Civic Center)	540,738	346	0.0330	0.0040	855,186
Parking Lot	82,041	346	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Government (Civic Center)	540,738	346	0.0330	0.0040	855,186
Parking Lot	82,041	346	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)
Government (Civic Center)	6,158,450	317,114
Parking Lot	0.00	158,557

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Government (Civic Center)	6,158,450	317,114
Parking Lot	0.00	158,557

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Government (Civic Center)	177	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Government (Civic Center)	177	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Government (Civic Center)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government (Civic Center)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Government (Civic Center)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government (Civic Center)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

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

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	31.4	annual days of extreme heat
Extreme Precipitation	5.35	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	24.3	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	4	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	4	1	1	4
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	99.1
AQ-PM	47.8
AQ-DPM	30.5
Drinking Water	55.1
Lead Risk Housing	23.3
Pesticides	37.0
Toxic Releases	42.0
Traffic	32.3
Effect Indicators	—
CleanUp Sites	70.2
Groundwater	57.0

Haz Waste Facilities/Generators	69.4
Impaired Water Bodies	12.5
Solid Waste	97.2
Sensitive Population	—
Asthma	60.2
Cardio-vascular	87.3
Low Birth Weights	80.3
Socioeconomic Factor Indicators	—
Education	43.4
Housing	43.9
Linguistic	15.6
Poverty	41.7
Unemployment	68.4

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	25.895034
Employed	9.264724753
Median HI	12.45989991
Education	—
Bachelor's or higher	12.06210702
High school enrollment	100
Preschool enrollment	55.65250866
Transportation	—
Auto Access	46.70858463
Active commuting	44.39881945

Social	—
2-parent households	9.5983575
Voting	7.108943924
Neighborhood	—
Alcohol availability	13.66611061
Park access	57.56448094
Retail density	60.43885538
Supermarket access	2.399589375
Tree canopy	6.723983062
Housing	—
Homeownership	20.32593353
Housing habitability	12.03644296
Low-inc homeowner severe housing cost burden	73.38637239
Low-inc renter severe housing cost burden	5.581932504
Uncrowded housing	20.37726165
Health Outcomes	—
Insured adults	7.404080585
Arthritis	0.0
Asthma ER Admissions	30.0
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	13.4
Cognitively Disabled	52.2
Physically Disabled	36.0

Heart Attack ER Admissions	1.8
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
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	10.6
Elderly	75.9
English Speaking	46.2
Foreign-born	35.1
Outdoor Workers	13.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	70.9
Traffic Density	80.0
Traffic Access	23.0
Other Indices	—
Hardship	82.4
Other Decision Support	—
2016 Voting	23.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	73.0
Healthy Places Index Score for Project Location (b)	11.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Civic Center use... Admin, public works and warehouse
Construction: Construction Phases	Construction schedule
Construction: Off-Road Equipment	Constuction Equipment