# Technical Memorandum

TO: Rincon Consultants, Inc.
C/O of Lauren Reese, Environmental Planner

FROM: Terry A. Hayes Associates Inc.

DATE: July 17, 2023

**RE: Asphalt Plant No. 1 Phase 2 Project**
**Air Quality and Greenhouse Gas (GHG) Emissions Assessment for the California Environmental Quality Act (CEQA)**

## 1.0 INTRODUCTION

The purpose of this memorandum is to document the results of the air quality and greenhouse gas (GHG) emissions analysis as it relates to the potential environmental impacts associated with the construction and operation of the proposed Asphalt Plant No. 1 Phase 2 Project (or the Project). In addition, this memorandum will support the appropriate environmental document for the Project, in compliance with CEQA and the State CEQA Guidelines. This Assessment is organized as follows:

- Introduction
- Project Description
- Air Quality and GHG Emissions Topical Information
- Regulatory Framework
- Existing Setting
- Significance Thresholds
- Methodology
- Impact Assessment
- References

# 2.0 PROJECT DESCRIPTION

The City of Los Angeles Department of Public Works, Bureau of Engineering (BOE) proposes to develop a 1.2-acre satellite site at 2601 East 25th Street to store recycled asphalt pavement (RAP). As shown in **Figure 1**, the Project site is located within a highly developed, urban area surrounded by industrial development. Specifically, two industrial properties with surface parking lot are located to the south across East 25th Street. Railroad tracks and industrial development are located to the west across Harriet Street. To the north of the Project site is a northwest-southeast trending railroad and to the east is an industrial property and beyond is the Los Angeles River, approximately 500 feet from the Project site. The project site is currently occupied by a reclaimed asphalt pavement production plant operated by the City of Los Angeles Bureau of Street Services, which consists of a concrete pad, a storage room, and an approximately 25-foot-tall steel canopy with metal supports in the northeast corner of the site. The central and western portions of the site are used to store asphalt, vehicles, and other equipment.

The Project would be a continuation of the Asphalt Plant No. 1 site improvements, which is located at 2484 East Olympic Boulevard, approximately 1.2 miles from the Project site. Asphalt Plant No. 1 was completed and operational in 2019 and is designed to produce up to 700,000 tons of asphalt annually and increase the use of RAP in asphalt from 20 percent to 50 percent. The Project would store the maximum space-permitted amount of RAP and enable Asphalt Plant No. 1 to economically produce hot mix asphalt utilizing 50 percent RAP. The Project would supply up to 294,000 tons annually to the Asphalt Plant No. 1. Specifically, the Project involves: 1) demolition of an existing concrete platform to enlarge the working area; 2) construction of a 22,600 square-foot, 46-foot-tall, light frame canopy structure to cover the stockpile of RAP; 3) construction of a new 610-square-foot office space with a break room, electric room, and restroom, provide utility connections including power, water, sewer, and telecommunication infrastructure; and 4) miscellaneous site improvements such as installation of truck weight scales and concrete pavement at the facility entrance and exit, facility lighting and site drainage upgrades, and the design and installation of new perimeter fencing.

Regarding operations, the unprocessed RAP would be trucked to the Project site from various street improvement sites and held in one of the concrete container bins under the canopy structure as an intermediary storage location. The unprocessed RAP would then be trucked to the Asphalt Plant No. 1 on Olympic Street for processing and distribution. In terms of deliveries, a large project can generate five to six trucks of RAP per hour with each truck transporting approximately 20 tons to the Project site instead of a landfill. Based on the design capacity, the storage center could generate 14,700 trips annually with an average of 59 trips per day to Asphalt Plant No. 1. Based on the documented average annual production, the recycle center would generate 6,300 trips annually with an average of 25 trips per day to Asphalt Plant No. 1. The proposed RAP storage center would be staffed with three employees to operate equipment, which would include one Portable Crusher/Screener, loaders, and a water truck. Standard hours would be Monday through Friday from 5:00 AM to 2:30 PM daily with intermittent night and weekend work.

**Figure 1: Project Location**


**Source**: TAHA, 2023

## 2.1 DESIGN ELEMENTS

### 2.1.1 Circulation and Parking

Vehicular access to the Project site would be provided via a driveway along Harriet Street and along the alley located along the northern project site boundary. Passenger cars and heavy trucks would enter and exit through a sliding metal gate. A three-inch wide swinging pedestrian gate would be provided in two locations both located in the southwest corner of the project site. The Project would provide three parking spaces: one standard space, one American Disabilities Act space, and one electric vehicle space.

### 2.1.2 Landscaping

The proposed landscaping would be ornamental in nature and would feature trees, shrubs, and stormwater planters. Street trees would be concentrated along the project's frontage with East 25th Street and Harriet Street. Trees, shrubs, and groundcover would be located at the northwest and southwest corners of the site. In addition, approximately 30-inch Gabion retaining walls filled with RAP rubble would be installed at the northwest and southwest corners of the project site to provide erosion control and enhance landscaping. Additionally, Low Impact Development (LID) planter boxes would be installed along the northern, eastern, southern, and partially western sides of the proposed storage room and in the western portion of the project site. Prior to the issuance of a building permit, the Project applicant would be required to submit final planting and irrigation plans to the City for review and approval.

## 2.2 CONSTRUCTION BEST MANAGEMENT PRACTICES

During construction of the Project, the contractor(s) shall ensure that activities are conducted in accordance with the best management practices (BMPs) developed by the South Coast Air Quality Management District (SCAQMD) under its Rule 403 – Fugitive Dust. During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust-preventative measures by using the following BMPs:

- Clearing/Grubbing: Maintain stability of soil through watering of site prior to, during, and after all clearing/grubbing activities.
- Cut and Fill: Pre-water soils prior to cut and fill activities using water trucks; stabilize soil during and after activities.
- Debris Hauling: All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.
- Demolition Activities: Prohibit demolition activities when wind speeds exceed 25 mph; apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.
- Disturbed Surface Areas: Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface; apply water at three-hour intervals to at least 80 percent of the un-stabilized area.
- Earth-Moving Activities: Pre-apply water to depth of proposed cuts and reapply as necessary to maintain soils in a damp condition and to ensure that visible dust plumes do not exceed 100 feet in any direction.

- Importing/Exporting of Bulk Materials: Stabilize material with tarps or other suitable enclosures on trucks while loading/unloading to reduce fugitive dust emissions and maintain at least six inches of freeboard on haul vehicle; provide water during loading/unloading to prevent dust plumes.
- Staging and Unpaved Areas: Stabilize surface areas and limit vehicle speeds to 15 miles per hour.
- Stockpiles/Bulk Material Handling: Stabilize stockpiled materials with intermittent watering and limit stockpiles to eight feet in height within 100 yards of off-site occupied buildings.
- Trenching: Stabilize surface soils with pre-watering where trencher or excavator and support equipment will operate; wash mud and soils from equipment at completion of activities.

# 3.0 TOPICAL INFORMATION

## 3.1 Air Quality

Air quality is typically characterized by ambient air concentrations of seven specific pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public. These specific pollutants, known as criteria air pollutants, are pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. These pollutants are common byproducts of human activities and have been documented through scientific research to cause adverse health effects. The federal ambient concentration criteria are known as the National Ambient Air Quality Standards (NAAQS), and the California ambient concentration criteria are referred to as the California Ambient Air Quality Standards (CAAQS). Federal criteria air pollutants include ground-level ozone ($O_3$), nitrogen dioxide ($NO_2$), carbon monoxide (CO), sulfur dioxide ($SO_2$), respirable particulate matter ten microns or less in diameter ($PM_{10}$), fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). In addition to the federal criteria pollutants, the state regulates visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Air toxics are generally defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. Air toxics are also defined as an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects; however, the emission of a toxic chemical does not automatically create a health hazard. Air toxics include, but are not limited to, diesel PM, metals, gases absorbed by particles, and certain vapors from fuels and other sources.

## 3.2 Greenhouse Gases

GHG emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$), keep the average surface temperature of the Earth close to 60-degrees Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.[1]

In addition to $CO_2$, $CH_4$, and $N_2O$, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride ($SF_6$), black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass), and water vapor. $CO_2$ is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than $CO_2$. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of $CO_2$, denoted as $CO_2e$. $CO_2e$ is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. **Table 1 s**hows the spectrum of various GWP and atmospheric lifetimes of the most environmentally prevalent GHGs.

[1]California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislator*, March 2006.

**TABLE 1: GLOBAL WARMING POTENTIAL FOR VARIOUS GREENHOUSE GASES**

| Pollutant | Lifetime (Years) | Global Warming Potential (20-Year) | Global Warming Potential (100-Year) |
|---|---|---|---|
| Carbon Dioxide ($CO_2$) | -- | 1 | 1 |
| Methane ($CH_4$) | 12 | 21 | 25 |
| Nitrous Oxide ($N_2O$) | 114 | 310 | 298 |
| Nitrogen Trifluoride | 740 | Unknown | 17,200 |
| Sulfur Hexafluoride ($SF_6$) | 3,200 | 23,900 | 22,800 |
| Perfluorocarbons (PFCs) | 2,600-50,000 | 6,500-9,200 | 7,390-12,200 |
| Hydrofluorocarbons (HFCs) | 1-270 | 140-11,700 | 124-14,800 |

**SOURCE**: CARB, *California Greenhouse Gas Emission Inventory - 2021 Edition*, July 28, 2021.

# 4.0 REGULATORY FRAMEWORK

The following discussion includes relevant regulations, policies, and programs that have been adopted by federal, state, regional, and local agencies to protect public health and the environment.

## 4.1 AIR QUALITY

### 4.1.1 Federal

The Clean Air Act (CAA) governs air quality at the national level and the USEPA is responsible for enforcing the regulations provided in the CAA. Under the CAA, the USEPA is authorized to establish NAAQS that set protective limits on concentrations of air pollutants in ambient air. Enforcement of the NAAQS is required under the 1977 CAA and subsequent amendments. As required by the CAA, NAAQS have been established for the seven criteria air pollutants: $O_3$, $NO_2$, CO, $SO_2$, $PM_{10}$, $PM_{2.5}$, and Pb. These pollutants are common byproducts of human activities and have been documented through scientific research to cause adverse health effects. The CAA grants the USEPA authority to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS concentrations have been met on a regional scale relying upon air monitoring data from the most recent three-year period. The NAAQS are summarized in **Table 2** on the ensuing page of this study.

### 4.1.2 State

Air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). The CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts at the regional and local levels. The CCAA requires all areas of the state to achieve and maintain the CAAQS by the earliest feasible date, which is determined in the most recent State Implementation Plan (SIP) based on existing emissions and reasonably foreseeable control measures that will be implemented in the future. The CAAQS are also summarized in **Table 2**, which also presents the attainment status designations for the Los Angeles County portion of the South Coast Air Basin (SCAB).

The CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, the CARB is required to prioritize the identification and control of air toxics emissions. In selecting substances for review, the CARB must consider criteria relating to the risk of harm to public health, such as amount or potential amount of emissions, manner of and exposure to usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community.

**TABLE 2: AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS DESIGNATIONS**

| Pollutant | Averaging Period | California | | Federal | |
|---|---|---|---|---|---|
| | | Standards (CAAQS) | Attainment Status | Standards (NAAQS) | Attainment Status |
| Ozone ($O_3$) | 1-Hour Average | 0.09 ppm (180 µg/m$^3$) | Nonattainment | -- | -- |
| | 8-Hour Average | 0.070 ppm (137 µg/m$^3$) | Nonattainment | 0.070 ppm (137 µg/m$^3$) | Pending – Nonattainment |
| Carbon Monoxide (CO) | 1-Hour Average | 20 ppm (23 mg/m$^3$) | Attainment | 35.0 ppm (40 mg/m$^3$) | Attainment |
| | 8-Hour Average | 9.0 ppm (10 mg/m$^3$) | Attainment | 9.0 ppm (10 mg/m$^3$) | Attainment |
| Nitrogen Dioxide ($NO_2$) | 1-Hour Average | 0.18 ppm (338 µg/m$^3$) | Attainment | 0.10 ppm (188 µg/m$^3$) | Attainment |
| | Annual Arithmetic Mean | 0.03 ppm (57 µg/m$^3$) | Attainment | 0.053 ppm (100 µg/m$^3$) | Attainment |
| Sulfur Dioxide ($SO_2$) | 1-Hour Average | 0.25 ppm (655 µg/m$^3$) | Attainment | 0.075 ppm (196 µg/m$^3$) | Pending – Attainment |
| | 24-Hour Average | 0.04 ppm (105 µg/m$^3$) | Attainment | 0.14 ppm (365 µg/m$^3$) | Attainment |
| | Annual Arithmetic Mean | -- | -- | 0.030 ppm (80 µg/m$^3$) | Attainment |
| Respirable Particulate Matter ($PM_{10}$) | 24-Hour Average | 50 µg/m$^3$ | Nonattainment | 150 µg/m$^3$ | Attainment (Maintenance) |
| | Annual Arithmetic Mean | 20 µg/m$^3$ | Nonattainment | -- | -- |
| Fine Particulate Matter ($PM_{2.5}$) | 24-Hour Average | -- | -- | 35 µg/m$^3$ | Nonattainment |
| | Annual Arithmetic Mean | 12 µg/m$^3$ | Nonattainment | 12.0 µg/m$^3$ | Nonattainment |
| Lead (Pb) | 30-day Average | 1.5 µg/m$^3$ | Attainment | -- | -- |
| | Calendar Quarter | -- | -- | 1.5 µg/m$^3$ | Unclassified/ Attainment |
| | Rolling 3-Month Average | -- | -- | 0.15 µg/m$^3$ | Unclassified/ Attainment |
| Sulfates | 24-Hour Average | 25 µg/m$^3$ | Attainment | **No Federal Standards** | |
| Hydrogen Sulfide | 1-Hour Average | 0.03 ppm (42 µg/m$^3$) | Attainment | | |
| Vinyl Chloride | 24-Hour Average | 0.01 ppm (26 µg/m$^3$) | Attainment | | |

CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; µg/m$^3$ = micrograms per cubic meter.
**SOURCE**: SCAQMD, *NAAQS and CAAQS Attainment Status for South Coast Air Basin*, 2023.

### 4.1.3 Regional

The 1977 Lewis Air Quality Management Act established the SCAQMD in order to coordinate air quality planning efforts throughout Southern California. The SCAQMD has jurisdiction over a total area of 10,743 square miles, consisting of the SCAB—which comprises 6,745 square miles including Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties—and the Riverside County portion of the Salton Sea and Mojave Desert Air Basins. The Project would be located in the west San Fernando Valley, which are situated in the SCAB portion of Los Angeles County and are within the jurisdiction of the SCAQMD.

The SCAQMD is tasked with preparing regional programs and policies designed to improve air quality within the SCAB, which are assessed and published in the form of the Air Quality Management Plan (AQMP). The AQMP is updated every four years to evaluate the effectiveness of the adopted programs and policies and to forecast attainment dates for nonattainment pollutants to support the SIP based on measured regional air quality and anticipated implementation of new technologies and emissions reductions. The most recent publication is the 2022 AQMP, which is intended to serve as a regional blueprint for achieving the federal air quality standards and healthful air.

The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, and includes available, proven, and cost-effective strategies to pursue multiple goals in promoting reductions in greenhouse gas (GHG) emissions and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP focuses on delineating NAAQS attainment dates for the 2015 eight-hour $O_3$ standard, which must be achieved by 2037 in following the USEPA's designation of the SCAB as an "Extreme" nonattainment area in 2018. Extreme nonattainment areas have a 20-year horizon to demonstrate how emissions reductions can be achieved to meet the nonattainment standard. The 2022 AQMP acknowledged that the most significant air quality challenge in the SCAB is the reduction of nitrogen oxides ($NO_X$) emissions, which must be reduced by 67 percent beyond what would be achieved with current regulatory programs. The 2022 AQMP builds on previous AQMPs and includes a variety of new strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost effective and feasible, and low-$NO_X$ technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 eight-hour $O_3$ standard.

The 2022 AQMP also includes an element that is related to transportation and sustainable communities planning. Pursuant to California Health and Safety Code Section 40450, the Southern California Association of Governments (SCAG) is designated as a Regional Transportation Planning Agency and a Council of Governments, and has the responsibility of preparing and approving the portions of the AQMP that addresses transportation control measures, land use, and growth projections. The analysis incorporated into the 2022 AQMP is based on the forecasts contained within the SCAG Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG formally adopted the Connect SoCal RTP/SCS on September 3, 2020, and the subsequent amendments have demonstrated conformity with regulatory requirements.

The SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the SCAB and to help achieve air quality standards, which include, but are not limited to the following:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. Rules applicable to the Project include, but are not limited to:

- Rule 401 – Visible Emissions: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net $PM_{10}$ emissions to less than 50 micrograms per cubic meter and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Mitigation measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if determined to be warranted by the USEPA.
- Rule 1157 – $PM_{10}$ Emission Reductions From Aggregate and Related Operations: This rule applies to permanent and temporary aggregate and related operations that produce sand, gravel, crushed stone, and/or quarried rocks. The purpose of this rule is to reduce $PM_{10}$ emissions from aggregate and related operations.

### 4.1.4 Local

Local jurisdictions, such as the City of Los Angeles, have the authority and responsibility to reduce air pollution through their land use decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. In general, the City of Los Angeles' General Plan (including the Framework, Air Quality, Mobility 2035, and Health and Wellness Elements) and the City of Los Angeles' Green New Deal (Sustainable pLAn 2019) contain policies and programs for the protection of the environment and health through improved air quality. These serve to provide additional critical guidance for the betterment of public health for the region and City.

## 4.2 GREENHOUSE GASES

### 4.2.1 Federal

**Corporate Average Fuel Economy Standards**. In response to the Massachusetts v. USEPA ruling, President George W. Bush issued Executive Order (EO) 13432 in 2007, directing the USEPA, the United States Department of Transportation, and the United States Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011 and later for model years 2012 through 2016. On May 19, 2009, the President of the United States announced a national policy for fuel efficiency and emissions standards in the auto industry. The adopted federal standard applies to passenger cars and light-duty trucks for model years 2012 through 2016.[2] These standards set a combined fleet wide average of 36.9 to 37 for the model years affected.[3]

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014 through 2018. The standards for CO2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by six to 23 percent over the 2010 baselines.[4] Building on the first phase of standards, in August 2016, the USEPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 standards are expected to lower $CO_2$ emissions by approximately 1.1 billion metric tons.[5]

**Energy Independence and Security Act**. This Act facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and

[2]USEPA, *Final Rule for Model Year 2012 – 2016 Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards*, 2010, https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-model-year-2012-2016-light-duty-vehicle, accessed August 2022.

[3] NHTSA, *Corporate Average Fuel Economy Standards*.

[4]The emission reductions attributable to the regulations for medium- and heavy-duty trucks were not included in the Project's emissions inventory due to the difficulty in quantifying the reductions. Excluding these reductions results in a more conservative (i.e., higher) estimate of emissions for the Project.

[5]USEPA, *EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond,* August 2016.

- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

### 4.2.2 State

**Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 of the California Code of Regulations)**. Title 24 standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings.

**California Green Building Code**. Also referred to as CalGreen, lays out minimum requirements for newly constructed buildings in California, which will reduce GHG emissions through improved efficiency and process improvements.

**Senate Bill (SB) 1078, SB 107, and EO S-14-08 (Renewables Portfolio Standard)**. Signed on September 12, 2002, SB 1078 required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107, signed on September 26, 2006, changed the due date for this goal from 2017 to 2010, which was achieved by the state. On November 17, 2008, EO S-14-08, which established a Renewables Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020.

**EO S-3-05**. E.O. S-3-05 set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.

**Assembly Bill (AB) 32**. The California Global Warming Solutions Act of 2006, also known as AB 32, was signed into law. AB 32 focuses on reducing GHG emissions in California and requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. The 2020 target reductions were estimated to be 174 million metric tons of $CO_2e$. In November 2017, CARB adopted *California's 2017 Scoping Plan: The Strategy for Achieving California's 2030 GHG target* (2017 Scoping Plan), which established a goal of reducing statewide emissions to a level 40 percent below 2020 emissions by 2030. The 2017 Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the state's climate goals. Most recently, CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan). This plan was developed to outline a technologically feasible, cost-effective, and equity-focused path to achieving carbon neutrality no later than 2045. The Proposed Final 2022 Scoping Plan Update sets a target of reducing statewide GHG emissions by 85 percent by 2045 to achieve its ambitious goals. Additionally, CARB forecasts that effective implementation of the 2022 Scoping Plan will reduce statewide demand for petroleum by 94 percent and cut air pollution by 71 percent by the 2045 horizon year. The 2022 Scoping Plan includes a commitment to build no new fossil gas-fired power plants and increases support for mass transit.

**SB 375**. Provides a means for achieving AB 32 goals through the reduction in emissions by cars and light trucks. SB 375 requires RTPs to include SCSs.

**SB 743**. Encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32.

**EO B-30-15**. This policy set a goal to reduce GHG emissions 40 percent below their 1990 levels by 2030. The EO establishes GHG emissions reduction targets to reduce emissions to 80 percent below 1990 levels by 2050 and sets an interim target of emissions reductions for 2030 as being necessary to guide regulatory policy and investments in California and put California on the most cost-effective path for long-term emissions reductions.

**SB 32**. This bill required a commitment to reduce statewide GHG emissions by 2020 to 1990 levels and by 2030 to 40 percent less than 1990 levels.

### 4.2.3 Regional

**SCAG RTP/SCS**. SCAG is the Metropolitan Planning Organization for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino and Imperial counties. The RTP/SCS includes commitments to reduce emissions from transportation sources to comply with SB 375. Goals and policies included in the RTP/SCS to reduce air pollution consist of adding density in proximity to transit stations, mixed-use development and encouraging active transportation (i.e., non-motorized transportation such as bicycling). The most recent iteration of the SCAG RTP/SCS is the Connect SoCal 2020–2045 RTP/SCS.

### 4.2.4 Local

**GreenLA Climate Action Plan**. The City of Los Angeles has issued guidance promoting sustainable development to reduce GHG emissions citywide in the form of a Climate Action Plan. The objective of GreenLA is to reduce GHG emissions 35 percent below 1990 levels by 2030.

**ClimateLA**. In order to provide detailed information on action items discussed in GreenLA, the City published an implementation document titled ClimateLA. ClimateLA presents the existing GHG inventory for the City, describes enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow the plan to be revised in order to meet targets. By 2030, the plan aims to reduce GHG emissions by 35 percent from 1990 levels which were estimated to be approximately 54.1 million metric tons.

**Sustainable City pLAn**. The pLAn is a roadmap to reducing GHG emissions by 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050, all against a 1990 baseline.

**Green Building Program**. The purpose of the City's Green Building Program is to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems. The program consists of a Standard of Sustainability and Standard of Sustainable Excellence.

**Los Angeles Green Building Code**. The Green Building Code is applicable to new buildings and alterations with building valuations over $200,000 (residential and non-residential). The Green Building Code is based on CalGreen and developed to reduce energy use, water use, and waste.

**Existing Buildings Energy and Water Efficiency Ordinance**. This Ordinance is designed to facilitate the comparison of buildings' energy and water consumption, and reduce building operating costs, leading to reduced GHG emissions.

# 5.0 EXISTING SETTING

## 5.1 AIR QUALITY

The SCAB is subject to high levels of air pollution due to the immense magnitude of emissions sources and the combination of topography, low mean atmospheric mixing height, and abundant sunshine. Although the SCAB has a semiarid climate, air near the surface is generally moist because of the presence of a shallow marine layer. With very low average wind speeds, there is a limited capacity to disperse air contaminants horizontally. The mountains and hills surrounding the SCAB contribute to the variation of rainfall, temperature, and winds throughout the region. During the spring and early summer, pollution produced during any one day is typically blown out of the SCAB through mountain passes or lifted by warm, vertical currents adjacent to mountain slopes. The vertical dispersion of air pollutants in the SCAB is limited by temperature inversions in the atmosphere close to the Earth's surface. The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants become more concentrated in urbanized areas with pollution sources of greater magnitude.

Air quality within the SCAB region is characterized by concentrations of air pollutants measured at 37 monitoring stations located throughout the SCAQMD area. The SCAB is divided geographically into 38 source receptors areas (SRAs), each of which contains an air quality monitoring station excluding SRA 7. The SRA boundaries were drawn based on proximity to the nearest air monitoring station, the local emission inventories, and surrounding topography. The Project is located in SRA 1 (Central LA County), which is represented by the Los Angeles-North Main Street monitoring station located at 1630 North Main Street in the City of Los Angeles. **Table 3** on Page 16 of this study displays recent monitored pollutant concentrations in the vicinity of the Project, the State and federal standards, and the frequency of concentrations recorded above the standards during the three-year period from 2019 to 2021. CARB has not published monitored data for 2022 or 2023. The SCAQMD has suspended monitoring of $SO_2$ at most locations throughout the Air Basin due to continued demonstration of attainment in recent years. As evidenced by the data presented in **Table 3**, concentrations of $O_3$, $PM_{10}$, and $PM_{2.5}$ exceeded applicable standards at various times throughout the most recent three-year period, which is consistent with the attainment status designations for the SCAB.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB identifies the following groups who are most likely to experience adverse health effects due to exposure to air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, land uses that constitute sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The SCAQMD has established 500 meters or 1,640 feet, as the maximum reasonable distance for assessing localized air quality impacts. The Project is located in an industrial environment near downtown Los Angeles. **Figure 2** shows that the nearest sensitive receptor to the site is the live/work lofts at the Santa Fe Art Colony located approximately 450 meters (approximately 1,475 feet) to the west.

**Figure 2: Sensitive Receptor Map**


**Source**: TAHA, 2023

**TABLE 3: MONITORED AMBIENT AIR QUALITY DATA IN THE PROJECT VICINITY**

| Pollutant | Data Statistics and Air Quality Standards | Maximum Annual Concentrations and Frequencies of Exceeded Standards | | |
|---|---|---|---|---|
| | | 2019 | 2020 | 2021 |
| Ozone ($O_3$) | Maximum 1-hr Concentration (ppm) | 0.085 | 0.185 | 0.099 |
| | Days > 0.09 ppm (State 1-hr standard) | 0 | 22 | 1 |
| | Maximum 8-hr Concentration (ppm) | 0.080 | 0.118 | 0.086 |
| | Days > 0.070 ppm (State 8-hr standard) | 2 | 14 | 2 |
| | Days > 0.070 ppm (National 8-hr standard) | 2 | 22 | 2 |
| Nitrogen Dioxide ($NO_2$) | Maximum 1-hr Concentration (ppm) | 0.069 | 0.061 | 0.077 |
| | Days > 0.18 ppm (State 1-hr standard) | 0 | 0 | 0 |
| | Days > 0.100 ppm (National 1-hr standard) | 0 | 0 | 0 |
| Carbon Monoxide (CO) | Maximum 1-hr Concentration (ppm) | 2.0 | 1.9 | N/A |
| | Days > 20.0 ppm (State 1-hr standard) | 0 | 0 | |
| | Days > 35 ppm (National 1-hr standard) | 0 | 0 | |
| | Maximum 8-hr Concentration (ppm) | 1.6 | 1.5 | |
| | Days > 9.0 ppm (State 1-hr standard) | 0 | 0 | |
| | Days > 9 ppm (National 1-hr standard) | 0 | 0 | |
| Respirable Particulate Matter ($PM_{10}$) | Maximum 24-hr Concentration (µg/m$^3$) | 62 | 84 | 64 |
| | Days > 50 µg/m$^3$ (State 24-hr standard) | 15 | 34 | 14 |
| | Days > 150 µg/m$^3$ (Federal 24-hr standard) | 0 | 0 | 0 |
| | Annual Concentration (µg/m$^3$) | 23 | 33 | 26 |
| | Exceed State Annual Standard (20 µg/m$^3$)? | Yes | Yes | Yes |
| Fine Particulate Matter ($PM_{2.5}$) | Maximum 24-hr Concentration (µg/m$^3$) | 44 | 175 | 61 |
| | Days > 35 µg/m$^3$ (National 24-hr standard) | 1 | 12 | 13 |
| | Annual Concentration (µg/m$^3$) | 11 | 15 | 15 |
| | Exceed State Annual Standard (12 µg/m$^3$)? | No | Yes | Yes |
| | Exceed Federal Annual Standard (12.0 µg/m$^3$)? | No | Yes | Yes |

**SOURCE**: CARB, *Air Quality Data Statistics*, *Top 4 Summary*, http://www.arb.ca.gov/adam/topfour/topfour1.php, accessed May 2023.

## 5.2 GREENHOUSE GASES

GHGs are the result of both natural and human-influenced activities. Volcanic activity, forest fires, decomposition, industrial processes, landfills, consumption of fossil fuels for power generation, transportation, heating, and cooling are the primary sources of GHG emissions. Without human activity, the Earth would maintain an approximate, but varied, balance between the emission of GHGs into the atmosphere and the storage of GHG in oceans and terrestrial ecosystems. Increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.) has contributed to a rapid increase in atmospheric levels of GHGs over the last 150 years.

**Table 4** shows statewide GHG emissions from 2010 to 2020 that are tracked by the CARB. The transportation sector represents California's largest source of GHG emissions and contributed 37 percent of total annual emissions. Since 2013, emissions from the transportation sector have increased; however, the long-term direction of transportation related GHG emissions is declining, with a 11 percent drop over the past decade. Of note, between October 23, 2015, and February 18, 2016, an exceptional natural gas leak event occurred at the Aliso Canyon natural gas storage facility that resulted in unexpected GHG emissions of considerable magnitude. The exceptional incident released approximately 109,000 metric tons of CH4, which equated to approximately 1.96 million metric tons of carbon dioxide equivalents ($MMTCO_2e$) of unanticipated emissions in 2015 and an additional 0.52 $MMTCO_2e$ in 2016. According to CARB, these emissions will be mitigated in the future through projects funded by the Southern California Gas Company based on legal settlement and are presented alongside but tracked separately from routine inventory emissions.[6,7]

**TABLE 4: CALIFORNIA GREENHOUSE GAS EMISSIONS INVENTORY**

| Sector | Annual $CO_2e$ Emissions (Million Metric Tons) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **2010** | **2011** | **2012** | **2013** | **2014** | **2015** | **2016** | **2017** | **2018** | **2019** | **2020** |
| Transportation | 162.9 | 159.5 | 136.9 | 157.0 | 157.7 | 161.5 | 165.2 | 166.6 | 169.3 | 162.4 | 135.8 |
| Industrial | 87.8 | 85.8 | 80.7 | 83.0 | 85.2 | 83.2 | 81.6 | 81.7 | 81.9 | 80.4 | 73.3 |
| Electric Power | 90.3 | 89.2 | 98.9 | 93.4 | 89.8 | 86.0 | 70.4 | 64.2 | 65.0 | 60.2 | 59.5 |
| Commercial and Residential | 46.0 | 46.0 | 39.2 | 39.1 | 35.6 | 36.3 | 37.2 | 37.6 | 37.4 | 40.5 | 38.7 |
| Agriculture | 33.6 | 34.2 | 35.2 | 33.9 | 33.9 | 32.6 | 32.2 | 31.7 | 32.2 | 31.4 | 31.6 |
| High GWP Emissions | 13.5 | 14.5 | 15.5 | 16.8 | 17.7 | 18.6 | 19.4 | 20.1 | 20.5 | 20.7 | 21.3 |
| Recycling and Waste | 8.1 | 8.2 | 8.2 | 8.3 | 8.3 | 8.4 | 8.5 | 8.6 | 8.7 | 8.8 | 8.9 |
| **Total** | **442.3** | **437.6** | **434.7** | **431.5** | **428.2** | **426.6** | **414.4** | **410.6** | **411** | **404.5** | **369.2** |

**SOURCE**: CARB, *California Greenhouse Gas Emission Inventory – 2022 Edition.* Data available at: https://ww2.arb.ca.gov/ghg-inventory-data

[6]CARB, *California Greenhouse Gas Inventory for 2000–2015 – Trends of Emissions and Other Indicators*, June 2017.
[7]CARB, *Determination of Total Methane Emissions from the Aliso Canyon Natural Gas Leak Incident*, October 2016.

# 6.0 SIGNIFICANCE THRESHOLDS

This Assessment was undertaken to determine whether construction or operation of the Project would have the potential to result in significant environmental impacts in the context of the Appendix G Environmental Checklist criteria of the CEQA Statute and Guidelines.

## 6.1 AIR QUALITY

Implementation of the Project may result in a significant environmental impact related to Air Quality if the Project would:

a) Conflict with or obstruct implementation of the applicable air quality plan;

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;

c) Expose sensitive receptors to substantial pollutant concentrations; and/or

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The Environmental Checklist acknowledges that, "[w]here available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make" the impact determinations. The SCAQMD published a *CEQA Air Quality Handbook* to guide air quality assessments for CEQA projects within its jurisdiction, which has been revised and updated through several iterations since the original publication in 1993.[8] SCAQMD methodologies recommend that air pollutant emissions be analyzed in both regional and local contexts. In its original 1993 *CEQA Air Quality Handbook*, the SCAQMD established regional-scale screening thresholds for criteria air pollutant and $O_3$ precursor emissions based on maximum allowable mass daily emissions from construction and operation of proposed projects that were derived from previously adopted quarterly and annual USEPA thresholds applicable to areas designated nonattainment of the NAAQS.

Regional emissions refer to all sources of emissions that would be associated with construction and operation of a project—both those located on the project site as well as remote or mobile sources of emissions— while localized emissions refer to only those emissions that would be produced by sources located on the project site. In addition to the regional thresholds, the SCAQMD subsequently promulgated its guidance on using localized significance thresholds (LSTs) for screening on-site emissions in 2003 and updated the guidance in 2008.[9] The applicable SCAQMD thresholds for mass daily emissions are summarized below in **Table 5**.

Regarding substantial pollutant concentrations, a significant air quality impact would occur if the Project resulted in a residential carcinogenic risk above 10 excess cancers per million, or an acute Hazard Index equal to or greater than 1.0.

[8]SCAQMD, *CEQA Air Quality Handbook (Version 3)*, revised 2001.
[9]SCAQMD, *Final Localized Significance Threshold Methodology*, revised July 2008.

| TABLE 5: SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS – MASS DAILY EMISSIONS | | | | | | |
|---|---|---|---|---|---|---|
| **Pollutant** | **VOC** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| **CONSTRUCTION** | | | | | | |
| Regional Threshold (lbs./day) | 75 | 100 | 550 | 150 | 150 | 55 |
| Localized Threshold (lbs./day) | -- | 106 | 2,406 | -- | 70 | 24 |
| **OPERATIONS** | | | | | | |
| Regional Threshold (lbs./day) | 55 | 55 | 550 | 150 | 150 | 55 |
| Localized Threshold (lbs./day) | -- | 106 | 2,406 | -- | 17 | 6 |
| **SOURCE**: SCAQMD, 2023; SCAQMD, 2009. | | | | | | |

**Table 5** shows the regional mass daily thresholds for emissions of volatile organic compounds (VOC), $NO_X$, CO, sulfur oxides ($SO_X$), and particulate matter ($PM_{10}$ and $PM_{2.5}$) generated by projects subject to CEQA within the SCAB. The SCAQMD considers any project that would not produce daily emissions in excess of any regional threshold to be less than significant at both the project level and for cumulative impacts. Conversely, if construction or operation of a project would generate daily mass emissions exceeding the regional threshold values, those emissions would be considered significant. The SCAQMD has established localized significance thresholds that are applicable for projects located within up to 500 meters (1,640 feet) of sensitive receptors. As a conservative approach, the localized significance thresholds values utilized in the analysis are specific to SRA 1 for a project site up to one acre with sensitive receptors within 200 meters and were obtained from the SCAQMD LST guidance document.

## 6.2 GREENHOUSE GASES

Implementation of the Project may result in a significant environmental impact related to GHG emissions if the Project would:

a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

Section 15064.4 of the CEQA Guidelines states that a lead agency should make a good-faith effort to describe, calculate, or estimate the amount of GHG emissions resulting from a project, and that the lead agency should consider the following factors when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and,
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the amended Guideline allows lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. Neither the City nor the SCAQMD has officially adopted a quantitative threshold value for determining the significance of GHG emissions that will be generated by projects under CEQA. The SCAQMD published the *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* in October 2008.[10]

The SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group beginning in April of 2008 to examine alternatives for establishing quantitative GHG thresholds. The Working Group proposed a 10,000 metric tons of carbon dioxide equivalents ($MTCO_2e$) per year threshold for industrial projects. Per SCAQMD, projects below this bright-line significance criteria have a minimal contribution to cumulative global emissions and are considered to have less-than significant impacts.

[10]SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

# 7.0 METHODOLOGY

## 7.1 AIR QUALITY

This analysis focuses on the potential changes in the air quality environment due to implementation of the Project. The assessment of potential impacts to regional and local air quality as a result of proposed project implementation addresses both temporary emissions associated with construction activities as well as long-term operational emissions. Emissions are generally quantified on a daily basis and expressed in terms of pounds per day (lbs./day). Detailed emissions modeling files can be found in the Appendix. Specific methodologies used to evaluate these emissions are discussed below. Specific methodologies used to evaluate these emissions are discussed below.

### 7.1.1 Construction

Daily regional emissions during construction are estimated by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying mobile source and fugitive dust emissions factors. The emissions are estimated using CalEEMod (Version 2022.1) software, an emissions inventory software program recommended by SCAQMD.[11] The CalEEMod model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with SCAQMD and received input from other California air districts and is currently used by numerous lead agencies in the Los Angeles area and within the state for quantifying the emissions associated with development projects undergoing environmental review, including by the City of Los Angeles. The CalEEMod database is populated by outputs from the CARB Off-Road Emissions Inventory Program model (OFFROAD–ORION) and the EMission FACtor model (EMFAC2021), which are emissions estimation models used to calculate emissions from construction activities utilizing off- and on-road vehicles, respectively. CalEEMod also relies upon known emissions data associated with certain activities or equipment (often referred to as "default" data, values or factors) that can be used if site-specific information is not available.[12] Input parameters for the construction schedule and activities were provided by LABOE, and CalEEMod default values specific to the SCAQMD/SCAG region were supplemented where applicable.

Construction activities would generate emissions from off-road equipment usage, on-road vehicle travel (truck hauling, vendor deliveries, and workers commuting), material stockpiling and loading/unloading, architectural coating, and paving. CalEEMod contains calculation processes for quantifying estimates of daily and annual emissions from these types of sources. **Table 6** provides an overview of the sources of air pollutant emissions that are accounted for in CalEEMod during construction. CalEEMod default values were used for equipment and vehicle emission factors, equipment load factors, and vehicle trip lengths. Maximum daily emissions calculated in CalEEMod represent conservative estimates of the worst-case daily emissions in each phase of construction based on continuous equipment activity.

[11] CAPCOA, *California Emissions Estimator Model (Version 2022.1) User's Guide,* April 2022.
[12] *Ibid.*

**TABLE 6: CONSTRUCTION EMISSIONS SOURCES**

| Phase(s) | Activity | Source(s) | Pollutants |
|---|---|---|---|
| All Phases | Off-Road Equipment Use | Engine Exhaust | VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, $PM_{2.5}$ |
| All Phases | On-Road Vehicle Trips | Engine Exhaust | VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, $PM_{2.5}$ |
| All Phases | On-Road Vehicle Trips | Engine Evaporative Losses | VOC |
| All Phases | On-Road Vehicle Trips | Brake & Tire Wear | $PM_{10}$, $PM_{2.5}$ |
| All Phases | On-Road Vehicle Trips | Re-Entrained Road Dust | $PM_{10}$, $PM_{2.5}$ |
| Site Clearing, Grading | Truck Loading | Fugitive Dust | $PM_{10}$, $PM_{2.5}$ |
| Site Clearing, Grading | Ground Disturbance | Fugitive Dust (Dozers/Graders) | $PM_{10}$, $PM_{2.5}$ |
| Building Construction | Architectural Coating | Off-Gassing (Evaporation) | VOC |
| Building Construction | Paving | Off-Gassing (Evaporation) | VOC |

**SOURCE**: CAPCOA, 2017.

Construction of the Project is anticipated to last for approximately two years, spanning from the fourth quarter of 2024 to the third quarter of 2026. Demolition and site clearing activities are forecasted to begin in October 2024 and last approximately two months; this phase would produce approximately 6,200 cubic yards (CY) of demolition debris and other aggregate materials for off-site disposal. Construction of the office, canopy structure, and utility connections would begin in March 2025 and last for approximately one year, with up to 27 construction personnel on-site to accomplish the work. Finally, site improvements would begin in March 2026 following the completion of the building structures and last for approximately six months, requiring up to 23 construction personnel on-site. These parameters were used for input to the CalEEMod interface to generate estimates of maximum daily emissions during construction of the Project. The detailed CalEEMod output files disclosing estimated air pollutant emissions during construction of the proposed project can be found in the **Appendix**.

### 7.1.2 Operations

Operations would generate emissions of air pollutants from a variety of sources, including on-site off-road equipment use to handle the aggregate materials, off-site mobile source on-road vehicle trips for employee commuting and material hauling, and area sources including natural gas combustion from water heaters, landscaping equipment, and the use of consumer products. Periodic re-application of architectural coatings would generate VOC off-gassing emissions on a recurring yet infrequent basis; CalEEMod assumes the re-application rate is once every ten years. CalEEMod estimates emissions from these sources based on the land use type and size, as well as default or project -specific trip generation data. Area source emissions are based on natural gas combustion rates for building heating, water heaters and cooking, landscape equipment fuel combustion, and consumer products usage (including paints) rates built into the CalEEMod program. Natural gas usage factors in CalEEMod are based on the California Energy Commission (CEC) Commercial End Use Survey data set, which provides energy demand by building type and climate zone. The small office building included in the Project design would produce minimal area and energy source emissions that were quantified in CalEEMod. Based on preliminary projections, the Project would generate three daily LABOE employee commuting round trips and up to 59 daily hauling round trips if operating at optimal capacity. On-site equipment would include one Portable Crusher/Screener, loaders, and a water truck. Refer to the **Appendix** for detailed CalEEMod output files.

## 7.2 GREENHOUSE GASES

In accordance with Section 15064.4(c), GHG emissions that will be generated by construction and future operation of the Project were estimated using CalEEMod, Version 2022.1, which is the preferred regulatory tool recommended within the SCAQMD for estimating GHG emissions from proposed land use development projects. As described above, CalEEMod relies on an emissions factors database compiled from the CARB EMission FACtor (EMFAC) on-road mobile source emissions inventory model and the CARB OFFROAD off-road equipment model, as well as regional survey data for energy resource consumption, water use, and solid waste generation. Sources of GHG emissions during construction of the Project will include heavy-duty off-road diesel equipment and vehicular travel to and from the project site. Construction would result in short-term GHG emissions produced by construction equipment exhaust that CalEEMod quantifies as emissions of $CO_2$, $CH_4$, and $N_2O$. Additionally, construction activities generate GHG emissions from on-road vehicle trips from personal vehicles for worker commuting, vendor deliveries of equipment and materials, and trucks for soil and debris hauling. These GHG emissions are based on the number of trips and the VMT, along with emission factors from EMFAC for $CO_2$, $CH_4$, and $N_2O$. CalEEMod accounts for running exhaust and evaporative emissions, as well as vehicle starts.

Sources of GHG emissions during project operation include automobile trips, on-site off-road equipment use, landscaping equipment, water use, and waste generation. Consistent with the air quality analyses, operational GHG source emissions were estimated using EMFAC emission rates in CalEEMod. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis. Emissions related to water usage and wastewater generation were calculated using CalEEMod emission inventory model which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water. GHG emissions are related to the energy used to convey, treat, and distribute water and wastewater. Thus, the emissions are generally indirect emissions from the production of electricity to power these systems. GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG intensity factors for the utility provider. In this case, embodied energy for southern California supplied water and GHG intensity factors for LADWP were selected in CalEEMod. GHG emissions are evaluated on an annual basis and, due to their cumulative nature, long-term operational emissions are combined with the amortized construction emissions extrapolated over a 30-year operational timeframe. Detailed GHG emissions modeling files can be found in the **Appendix**.

# 8.0 AIR QUALITY IMPACTS ASSESSMENT

***a) Would the Project conflict with or obstruct implementation of the applicable air quality plan? (Less-Than-Significant Impact)***

The following analysis addresses the consistency with applicable SCAQMD and SCAG policies, including the SCAQMD's 2022 AQMP and growth projections within the SCAG 2020–2045 RTP/SCS. In accordance with the procedures established in the SCAQMD's CEQA Air Quality Handbook, the following criteria are required to be addressed in order to determine the consistency with applicable SCAQMD and SCAG policies:

- Would the Project result in any of the following?
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or,
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Would the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the project include air quality mitigation measures; or,
  - To what extent is project development consistent with the AQMP land use policies?

The first indicator is assessed by comparing emissions of air pollutants that would be produced by construction and operation of the Project to the SCAQMD significance thresholds, both on regional and localized scales. The air quality significance thresholds were designed to prevent the occurrence and exacerbation of air quality violations resulting from construction and operation of individual CEQA projects in the context of existing ambient air quality conditions. The second indicator is assessed by determining consistency of permanent operations with population, housing, and employment assumptions that were used in the development of the AQMP and the RTP/SCS.

**Construction**

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips by construction workers and haul trucks traveling to and from the project site. Fugitive dust emissions would primarily result from site preparation (e.g., demolition and grading) activities. $NO_X$ emissions would predominantly result from the use of construction equipment and haul truck trips. The assessment of construction air quality impacts considers all of these emissions sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk

material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with the provisions and best management practices propagated by Rule 403—such as the application of water as a dust suppressant to exposed stockpiles and disturbed ground surfaces—would reduce regional fugitive dust $PM_{10}$ and $PM_{2.5}$ emissions associated with construction activities by approximately 61 percent.

**Table 7** shows the maximum unmitigated daily regional emissions for each activity, including emissions from sources located both on- and off-site. As stated above, the unmitigated emissions account for the provisions of SCAQMD Rule 403, which requires best management practice in fugitive dust control resulting in a 61 percent reduction from on-site fugitive dust sources including disturbed ground surface and material stockpiles. Maximum daily emissions of all air pollutants would remain below all applicable regional SCAQMD thresholds during construction of the Project. Therefore, the impact would be less than significant.

**TABLE 7: ESTIMATED CONSTRUCTION EMISSIONS**

| Phase and Source Location | Maximum Daily Emissions (lbs./day) | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| **DEMOLITION** | | | | | | |
| On-Site Emissions | 1.6 | 15.6 | 16.0 | <0.1 | 2.3 | 0.9 |
| Off-Site Emissions | 0.2 | 2.9 | 2.9 | <0.1 | 1.0 | 0.3 |
| ***Total*** | ***1.8*** | ***18.5*** | ***18.9*** | ***<0.1*** | ***3.3*** | ***1.2*** |
| **SITE PREPARATION** | | | | | | |
| On-Site Emissions | 1.3 | 12.4 | 11.9 | <0.1 | 2.8 | 1.6 |
| Off-Site Emissions | 0.2 | 2.0 | 2.6 | <0.1 | 0.8 | 0.2 |
| ***Total*** | ***1.5*** | ***14.4*** | ***14.5*** | ***<0.1*** | ***3.6*** | ***1.8*** |
| **CONSTRUCTION** | | | | | | |
| On-Site Emissions | 0.4 | 4.1 | 5.8 | <0.1 | 0.1 | 0.1 |
| Off-Site Emissions | 0.3 | 0.4 | 3.6 | <0.1 | 0.8 | 0.2 |
| ***Total*** | ***0.7*** | ***4.6*** | ***9.4*** | ***<0.1*** | ***1.0*** | ***0.3*** |
| **PAVING & FINISHING** | | | | | | |
| On-Site Emissions | 2.4 | 6.0 | 8.4 | <0.1 | 0.2 | 0.2 |
| Off-Site Emissions | 0.2 | 0.5 | 3.1 | <0.1 | 0.7 | 0.2 |
| ***Total*** | ***2.5*** | ***6.5*** | ***11.5*** | ***<0.1*** | ***0.9*** | ***0.4*** |
| **REGIONAL ANALYSIS** | | | | | | |
| Maximum Regional Daily Emissions | ***2.5*** | ***18.5*** | ***18.9*** | ***<0.1*** | ***3.6*** | ***1.8*** |
| Regional Significance Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceed Regional Threshold? | **No** | **No** | **No** | **No** | **No** | **No** |
| **LOCALIZED ANALYSIS** | | | | | | |
| Maximum Localized Daily Emissions | -- | ***15.6*** | ***16.0*** | -- | ***2.8*** | ***1.6*** |
| Localized Significance Threshold | -- | 106 | 2,406 | -- | 70 | 24 |
| Exceed Localized Threshold? | -- | **No** | **No** | -- | **No** | **No** |

**Note:** Emissions modeling files can be found in the **Appendix**.
**SOURCE:** TAHA, 2023.

## Operations

The analysis of emissions during future operations followed a similar methodology to the construction assessment and quantified estimates of daily pollutant emissions from sources that would be involved in operation of the Project. As described above, these include remote off-site mobile source vehicle trips for employee commuting and bulk aggregate material hauling, as well as on-site sources such as area (landscaping and consumer products), energy (natural gas combustion), and off-road equipment use. **Table 8** provides a summary of the daily ozone-precursor and criteria pollutant emissions that would be generated by future operation of the Project beginning in 2026. As demonstrated by the results of the analysis, both regional and localized emissions would remain substantially below the corresponding SCAQMD screening thresholds. Therefore, this impact would be less than significant regarding the potential exacerbation of air quality violations or delaying attainment of the air quality standards.

**TABLE 8: ESTIMATED OPERATIONAL EMISSIONS**

| Source Location and Type | Daily Emissions (lbs./day) | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| **ON-SITE EMISSIONS** | | | | | | |
| Area Sources | 0.7 | <0.1 | 1.0 | <0.1 | <0.1 | <0.1 |
| Energy Sources | <0.1 | 0.1 | 0.1 | <0.1 | <0.1 | <0.1 |
| Off-Road Equipment | 0.2 | 2.2 | 3.8 | <0.1 | 0.1 | 0.1 |
| **OFF-SITE EMISSIONS** | | | | | | |
| Employee Commuting Trips | <0.1 | <0.1 | 0.2 | <0.1 | 0.1 | <0.1 |
| RAP Hauling Trips | 0.1 | 8.0 | 3.3 | <0.1 | 1.7 | 0.5 |
| **REGIONAL ANALYSIS** | | | | | | |
| **Maximum Regional Daily Emissions** | **1.1** | **10.0** | **8.3** | **0.1** | **1.9** | **0.6** |
| Regional Significance Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| **Exceed Regional Threshold?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **LOCALIZED ANALYSIS** | | | | | | |
| **Maximum Daily Localized Emissions** | **--** | **2.3** | **4.9** | **--** | **0.1** | **0.1** |
| Localized Significance Threshold | -- | 106 | 2,406 | -- | 17 | 6 |
| **Exceed Localized Threshold?** | **--** | **No** | **No** | **--** | **No** | **No** |

**Note:** Emissions modeling files can be found in the **Appendix**.
**SOURCE:** TAHA, 2023.

The second consistency criterion requires that the Project not exceed the assumptions in the AQMP, thereby rendering the regional emissions inventory inaccurate. Implementation of the Project would not introduce new growth in regional population or housing, and therefore would have no effect related to growth projections built into the AQMP emissions inventory. The facility would provide employment for approximately three LABOE staff members that would be expected to commute locally and would not influence regional growth projections. The Project would not have any potential to result in growth that would exceed the projections incorporated into the AQMP or the RTP/SCS that could render the emissions inventory or air quality conformity analysis invalid. Future operation of the Project would not interfere with air pollution control measures listed in the AQMP and would not conflict with the goals of the General Plan Air Quality Element. The Project would accommodate more efficient operations at LABOE facilities and

would not have the potential to exacerbate existing air quality violation conditions. Therefore, the impact would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

***b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? (Less-than-Significant Impact)***

The SCAB is currently designated nonattainment for $O_3$, $PM_{10}$, and $PM_{2.5}$ under the state standards and nonattainment for $O_3$ and $PM_{2.5}$ under the federal standards. Therefore, a project may result in a cumulatively considerable air quality impact under this criterion if daily emissions of ozone precursors (VOC and $NO_X$) or particulate matter ($PM_{10}$ and $PM_{2.5}$) exceed applicable air quality thresholds of significance established by the SCAQMD. The SCAQMD designed the significance thresholds to prevent projects from exceeding the ambient air quality standards and potentially resulting in air quality violations. The SCAQMD suggests that if any quantitative air quality significance threshold is exceeded by an individual project during construction activities or operation, that project is considered cumulatively considerable and would be required to implement effective and feasible mitigation measures to reduce air quality impacts.

Conversely, the SCAQMD propagates the guidance that if an individual project would not exceed the regional mass daily thresholds, then it is generally not considered to be cumulatively significant. This method of impact determination allows for the screening of individual projects that would not represent substantial new sources of emissions in the SCAB; it also serves to exclude smaller projects from the responsibility of identifying potentially concurrent new or proposed construction and operation emissions nearby since the incremental contribution to regional emissions is minor. As discussed above, implementation of the Project would not exceed any applicable SCAQMD regional mass daily thresholds during construction or operation. Therefore, the impact would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

***c) Would the Project expose sensitive receptors to substantial pollutant concentrations? (Less-than-Significant Impact)***

**Construction**

The SCAQMD devised its LST values to prevent the occurrence of localized hot spots of criteria pollutant concentrations at sensitive receptor locations surrounding the project site. The LST values were determined using emissions modeling based on ambient air quality measured throughout the SCAB. If maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in ambient air would reach levels sufficient to create public health concerns for sensitive receptors. With regards to TAC emissions, off-road equipment exhaust would contain diesel particulate matter, which is the most prevalent air toxic in the greater Los Angeles region. However, each individual piece of equipment would only be in operation for a portion of the workdays. Carcinogenic risks are typically assessed on timescales of several years to multiple decades, as the risk accumulates over extended periods of exposure. Short-term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD Air Quality Significance Threshold of 10 excess cancers per million. Therefore, the impact would be less than significant.

**Operation**

The SCAQMD recommends that a health risk assessment be conducted for substantial sources of diesel PM emissions (e.g., truck stops and distribution facilities) where sensitive receptors are located near the source of emissions. Exposure is dependent on the distance from the source of emissions to the sensitive receptor. There are two factors leading to a conclusion that the Project would not expose sensitive receptors to substantial pollutant concentrations. First, the Project would not include a significant source of toxic air contaminants. Asphalt "batching" equipment would not be located on the Project site. Sources of emissions would be limited to one Portable Crusher/Screener, a loader, and a water truck. Based on the design capacity, the recycle center would average 59 trips per day to Asphalt Plant No. 1. Importantly, there are no sensitive land uses near the Project site with the nearest being the Santa Fe Art Colony located approximately 450 meters to the west. In addition, **Table 8** shows that operational emissions would be below the SCAQMD LSTs. Therefore, the impact would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

***d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less-than-Significant Impact)***

**Construction**

Odors are the only potential construction emissions other than the sources addressed above. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site and would be temporary in nature and would not persist beyond the termination of construction activities. The Project would utilize standard construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. The construction contractor will ensure that activities comply with SCAQMD Rules 401 (Visible Emissions) and 402 (Nuisance) to prevent the occurrence of public nuisances and visible dust plumes traveling off-site. Therefore, the impact would be less than significant.

**Operations**

Odors are the only potential operational emissions other than the sources addressed above. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include these land uses, although RAP processing activities could generate off-site odors. Importantly, activities at the Project site would include crushing and sorting demolition debris and not the more odorous production activities associated with "batch" hot mix asphalt. Project activities would comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. In addition, there are no sensitive land uses, such as residences, located within 1,000 feet of the Project site that may be exposed to adverse odors. Therefore, the impact would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

# 9.0 GREENHOUSE GAS EMISSIONS IMPACTS ASSESSMENT

***a) Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? (Less-Than-Significant Impact)***

**Construction and Operations**

The Project would generate GHG emissions directly during temporary construction activities and permanent operational activities. Based on the design capacity, the recycle center would generate 14,700 trips annually with an average of 59 trips per day. Construction activities would result in approximately 450 $MTCO_2e$ over the two-year construction period, which equates to approximately 15 $MTCO_2e$ annually over a 30-year amortization schedule. **Table 9** presents the estimated GHG emissions that would be generated by the Project. The net increase in annual GHG emissions relative to existing conditions accounting for amortized construction emissions would be approximately 1,235 $MTCO_2e$ during the first full year of operations, which is substantially below the SCAQMD threshold value of 10,000 $MTCO_2e$. Therefore, the impact would be less than significant.

**TABLE 9: PROJECT GREENHOUSE GAS EMISSIONS**

| Emissions Source | $CO_2e$ (Metric Tons) |
|---|---|
| **Construction Analysis** | |
| Demolition & Site Clearing Emissions – Equipment (Direct) | 51 |
| Demolition & Site Clearing Emissions – Vehicles (Direct) | 53 |
| Canopy, Office, & Utilities Emissions – Equipment (Direct) | 107 |
| Canopy Office, & Utilities Emissions – Vehicles (Direct) | 112 |
| Site Improvements Emissions – Equipment (Direct) | 75 |
| Site Improvements Emissions – Vehicles (Direct) | 52 |
| **Project Construction Emissions – Total (Direct)** | **450** |
| **Long-Term Operational Analysis** | |
| Amortized Construction Emissions (Direct) | 15 |
| On-Site Equipment (Direct) | 68 |
| RAP Hauling Truck Trips (Direct) | 1,055 |
| Employee Commuting Trips (Direct) | 10 |
| Area Source Emissions (Direct) | <1 |
| Energy Resources (Indirect) | 56 |
| Water Resources (Indirect) | 19 |
| Solid Waste Disposal (Indirect) | 7 |
| **TOTAL** | **1,235** |
| SCAQMD Significance Threshold | 10,000 |
| **Exceed Threshold?** | **No** |

**SOURCE**: TAHA, 2023.

**Mitigation Measures**

No mitigation measures are required.

***b) Would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions? (Less-Than-Significant Impact)***

**Construction and Operations**

There is no potential for the proposed Project to conflict with GHG reduction plans. Recycling construction debris ultimately reduces regional GHG emissions by reducing demolition debris truck trips to landfills, reducing the need for the mining and delivery of raw materials to the region. Recycling construction debris is consistent with the goals and intentions of GHG reduction plans, including the State 2022 Climate Change Scoping Plan for Achieving Carbon Neutrality, the SCAG Connect SoCal 2020–2045 RTP/SCS, and the City's Green Building Program. GHG emissions associated with the Project would be below the SCAQMD threshold for industrial projects. GHG emissions are regionally cumulative in nature, and it is highly unlikely construction of any individual project would generate GHG emissions of sufficient quantity to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Standard construction and operating procedures would be undertaken in accordance with SCAQMD and CARB regulations applicable to heavy-duty construction equipment and diesel haul trucks. Adhering to requirements pertinent to equipment maintenance and inspections and emissions standards, as well as diesel fleet requirements, including idling time restrictions and maintenance, would ensure that construction and operational activities associated with the Project would not conflict with GHG emissions reductions efforts. Therefore, the impact would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

## 10.0 REFERENCES

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## 11.0 APPENDIX

California Emissions Estimator Model (CalEEMod, Version 2022.1) Detailed Report

# LABOE Asphalt Plant Phase 2 Project Detailed Report

## Table of Contents

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | LABOE Asphalt Plant Phase 2 Project |
| Construction Start Date | 10/8/2024 |
| Operational Year | 2026 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 0.50 |
| Precipitation (days) | 18.4 |
| Location | 2605 E 25th St, Los Angeles, CA 90058, USA |
| County | Los Angeles-South Coast |
| City | Los Angeles |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 4082 |
| EDFZ | 16 |
| Electric Utility | Los Angeles Department of Water & Power |
| Gas Utility | City of Vernon Gas System |
| App Version | 2022.1.1.14 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 22.6 | 1000sqft | 0.52 | 22,600 | 0.00 | — | — | Light Frame Canopy Structure |
| General Office Building | 0.61 | 1000sqft | 0.01 | 610 | 0.00 | — | — | — |
| Parking Lot | 3.00 | Space | 0.03 | 0.00 | 0.00 | — | — | — |
| Other Non-Asphalt Surfaces | 0.66 | Acre | 0.66 | 0.00 | 5,300 | 2,650 | — | — |

## 1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector | # | Measure Title |
|---|---|---|
| Construction | C-2* | Limit Heavy-Duty Diesel Vehicle Idling |
| Construction | C-4* | Use Local and Sustainable Building Materials |
| Energy | E-1 | Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards |

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

# 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

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

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.96 | 2.52 | 6.47 | 11.5 | 0.01 | 0.21 | 0.82 | 0.95 | 0.20 | 0.19 | 0.36 | — | 2,156 | 2,156 | 0.09 | 0.07 | 3.38 | 2,183 |
| Mit. | 0.96 | 2.52 | 6.47 | 11.5 | 0.01 | 0.21 | 0.82 | 0.95 | 0.20 | 0.19 | 0.36 | — | 2,156 | 2,156 | 0.09 | 0.07 | 3.38 | 2,183 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.23 | 2.52 | 18.5 | 19.0 | 0.04 | 0.70 | 2.95 | 3.56 | 0.64 | 1.21 | 1.77 | — | 5,014 | 5,014 | 0.23 | 0.37 | 0.17 | 5,132 |
| Mit. | 2.23 | 2.52 | 18.5 | 19.0 | 0.04 | 0.70 | 2.95 | 3.56 | 0.64 | 1.21 | 1.77 | — | 5,014 | 5,014 | 0.23 | 0.37 | 0.17 | 5,132 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.49 | 0.98 | 2.89 | 5.70 | 0.01 | 0.09 | 0.48 | 0.56 | 0.08 | 0.11 | 0.19 | — | 1,078 | 1,078 | 0.05 | 0.04 | 0.87 | 1,090 |
| Mit. | 0.49 | 0.98 | 2.89 | 5.70 | 0.01 | 0.09 | 0.48 | 0.56 | 0.08 | 0.11 | 0.19 | — | 1,078 | 1,078 | 0.05 | 0.04 | 0.87 | 1,090 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.09 | 0.18 | 0.53 | 1.04 | < 0.005 | 0.02 | 0.09 | 0.10 | 0.02 | 0.02 | 0.03 | — | 178 | 178 | 0.01 | 0.01 | 0.14 | 180 |
| Mit. | 0.09 | 0.18 | 0.53 | 1.04 | < 0.005 | 0.02 | 0.09 | 0.10 | 0.02 | 0.02 | 0.03 | — | 178 | 178 | 0.01 | 0.01 | 0.14 | 180 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Exceeds (Daily Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | — | 75.0 | 100 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Mit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Exceeds (Average Daily) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | — | 75.0 | 100 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |

## 2.2. Construction Emissions by Year, Unmitigated

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

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.83 | 0.70 | 4.51 | 10.0 | 0.01 | 0.13 | 0.82 | 0.95 | 0.12 | 0.19 | 0.31 | — | 1,844 | 1,844 | 0.08 | 0.05 | 3.38 | 1,865 |
| 2026 | 0.96 | 2.52 | 6.47 | 11.5 | 0.01 | 0.21 | 0.67 | 0.89 | 0.20 | 0.16 | 0.36 | — | 2,156 | 2,156 | 0.09 | 0.07 | 2.75 | 2,183 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 2.23 | 1.79 | 18.5 | 19.0 | 0.04 | 0.70 | 2.95 | 3.56 | 0.64 | 1.21 | 1.77 | — | 5,014 | 5,014 | 0.23 | 0.37 | 0.17 | 5,132 |
| 2025 | 0.82 | 0.70 | 4.55 | 9.40 | 0.01 | 0.13 | 0.82 | 0.95 | 0.12 | 0.19 | 0.31 | — | 1,801 | 1,801 | 0.08 | 0.05 | 0.09 | 1,819 |
| 2026 | 0.96 | 2.52 | 6.51 | 11.1 | 0.01 | 0.21 | 0.82 | 0.94 | 0.20 | 0.19 | 0.36 | — | 2,124 | 2,124 | 0.09 | 0.07 | 0.08 | 2,148 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 0.28 | 0.23 | 2.32 | 2.37 | < 0.005 | 0.09 | 0.37 | 0.46 | 0.08 | 0.11 | 0.19 | — | 616 | 616 | 0.03 | 0.04 | 0.35 | 630 |
| 2025 | 0.49 | 0.42 | 2.72 | 5.70 | 0.01 | 0.08 | 0.48 | 0.56 | 0.07 | 0.11 | 0.19 | — | 1,078 | 1,078 | 0.05 | 0.03 | 0.87 | 1,090 |
| 2026 | 0.44 | 0.98 | 2.89 | 5.16 | 0.01 | 0.09 | 0.34 | 0.43 | 0.08 | 0.08 | 0.16 | — | 988 | 988 | 0.04 | 0.03 | 0.59 | 999 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 0.05 | 0.04 | 0.42 | 0.43 | < 0.005 | 0.02 | 0.07 | 0.08 | 0.02 | 0.02 | 0.03 | — | 102 | 102 | < 0.005 | 0.01 | 0.06 | 104 |
| 2025 | 0.09 | 0.08 | 0.50 | 1.04 | < 0.005 | 0.01 | 0.09 | 0.10 | 0.01 | 0.02 | 0.03 | — | 178 | 178 | 0.01 | 0.01 | 0.14 | 180 |
| 2026 | 0.08 | 0.18 | 0.53 | 0.94 | < 0.005 | 0.02 | 0.06 | 0.08 | 0.02 | 0.01 | 0.03 | — | 164 | 164 | 0.01 | 0.01 | 0.10 | 165 |

## 2.3. Construction Emissions by Year, Mitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.83 | 0.70 | 4.51 | 10.0 | 0.01 | 0.13 | 0.82 | 0.95 | 0.12 | 0.19 | 0.31 | — | 1,844 | 1,844 | 0.08 | 0.05 | 3.38 | 1,865 |
| 2026 | 0.96 | 2.52 | 6.47 | 11.5 | 0.01 | 0.21 | 0.67 | 0.89 | 0.20 | 0.16 | 0.36 | — | 2,156 | 2,156 | 0.09 | 0.07 | 2.75 | 2,183 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 2.23 | 1.79 | 18.5 | 19.0 | 0.04 | 0.70 | 2.95 | 3.56 | 0.64 | 1.21 | 1.77 | — | 5,014 | 5,014 | 0.23 | 0.37 | 0.17 | 5,132 |
| 2025 | 0.82 | 0.70 | 4.55 | 9.40 | 0.01 | 0.13 | 0.82 | 0.95 | 0.12 | 0.19 | 0.31 | — | 1,801 | 1,801 | 0.08 | 0.05 | 0.09 | 1,819 |
| 2026 | 0.96 | 2.52 | 6.51 | 11.1 | 0.01 | 0.21 | 0.82 | 0.94 | 0.20 | 0.19 | 0.36 | — | 2,124 | 2,124 | 0.09 | 0.07 | 0.08 | 2,148 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 0.28 | 0.23 | 2.32 | 2.37 | < 0.005 | 0.09 | 0.37 | 0.46 | 0.08 | 0.11 | 0.19 | — | 616 | 616 | 0.03 | 0.04 | 0.35 | 630 |
| 2025 | 0.49 | 0.42 | 2.72 | 5.70 | 0.01 | 0.08 | 0.48 | 0.56 | 0.07 | 0.11 | 0.19 | — | 1,078 | 1,078 | 0.05 | 0.03 | 0.87 | 1,090 |
| 2026 | 0.44 | 0.98 | 2.89 | 5.16 | 0.01 | 0.09 | 0.34 | 0.43 | 0.08 | 0.08 | 0.16 | — | 988 | 988 | 0.04 | 0.03 | 0.59 | 999 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2024 | 0.05 | 0.04 | 0.42 | 0.43 | < 0.005 | 0.02 | 0.07 | 0.08 | 0.02 | 0.02 | 0.03 | — | 102 | 102 | < 0.005 | 0.01 | 0.06 | 104 |
| 2025 | 0.09 | 0.08 | 0.50 | 1.04 | < 0.005 | 0.01 | 0.09 | 0.10 | 0.01 | 0.02 | 0.03 | — | 178 | 178 | 0.01 | 0.01 | 0.14 | 180 |
| 2026 | 0.08 | 0.18 | 0.53 | 0.94 | < 0.005 | 0.02 | 0.06 | 0.08 | 0.02 | 0.01 | 0.03 | — | 164 | 164 | 0.01 | 0.01 | 0.10 | 165 |

## 2.4. Operations Emissions Compared Against Thresholds

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

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.95 | 1.09 | 9.95 | 8.34 | 0.06 | 0.18 | 1.70 | 1.88 | 0.17 | 0.46 | 0.63 | 22.0 | 7,122 | 7,144 | 2.62 | 1.00 | 13.7 | 7,523 |
| Mit. | 0.95 | 1.09 | 9.95 | 8.34 | 0.06 | 0.18 | 1.70 | 1.88 | 0.17 | 0.46 | 0.63 | 22.0 | 7,119 | 7,141 | 2.62 | 1.00 | 13.7 | 7,519 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | < 0.5% | < 0.5% | — | — | — | < 0.5% |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.78 | 0.92 | 10.3 | 7.46 | 0.06 | 0.18 | 1.71 | 1.88 | 0.17 | 0.46 | 0.63 | 22.0 | 7,140 | 7,162 | 2.63 | 1.01 | 0.36 | 7,529 |
| Mit. | 0.78 | 0.92 | 10.3 | 7.46 | 0.06 | 0.18 | 1.71 | 1.88 | 0.17 | 0.46 | 0.63 | 22.0 | 7,137 | 7,159 | 2.63 | 1.01 | 0.36 | 7,525 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | < 0.5% | < 0.5% | — | — | — | < 0.5% |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.81 | 0.97 | 9.70 | 6.91 | 0.06 | 0.15 | 1.70 | 1.86 | 0.15 | 0.46 | 0.61 | 22.0 | 6,954 | 6,976 | 2.61 | 1.00 | 5.92 | 7,346 |
| Mit. | 0.81 | 0.97 | 9.70 | 6.91 | 0.06 | 0.15 | 1.70 | 1.86 | 0.15 | 0.46 | 0.61 | 22.0 | 6,950 | 6,972 | 2.61 | 1.00 | 5.92 | 7,342 |
| % Reduced | — | — | — | — | — | — | — | — | — | — | — | — | < 0.5% | < 0.5% | — | — | — | < 0.5% |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.15 | 0.18 | 1.77 | 1.26 | 0.01 | 0.03 | 0.31 | 0.34 | 0.03 | 0.08 | 0.11 | 3.64 | 1,151 | 1,155 | 0.43 | 0.17 | 0.98 | 1,216 |
| Mit. | 0.15 | 0.18 | 1.77 | 1.26 | 0.01 | 0.03 | 0.31 | 0.34 | 0.03 | 0.08 | 0.11 | 3.64 | 1,151 | 1,154 | 0.43 | 0.17 | 0.98 | 1,216 |
| % Reduced | < 0.5% | < 0.5% | < 0.5% | < 0.5% | — | < 0.5% | — | < 0.5% | < 0.5% | — | < 0.5% | — | < 0.5% | < 0.5% | < 0.5% | < 0.5% | — | < 0.5% |
| Exceeds (Daily Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | — | 55.0 | 55.0 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Mit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Exceeds (Average Daily) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Threshold | — | 55.0 | 55.0 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Mit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Exceeds (Annual) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 10,000 |
| Unmit. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | No |
| Mit. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | No |

## 2.5. Operations Emissions by Sector, Unmitigated

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

| Sector | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.50 | 0.15 | 7.68 | 3.43 | 0.06 | 0.09 | 1.70 | 1.79 | 0.09 | 0.46 | 0.54 | — | 6,131 | 6,131 | 0.34 | 0.97 | 13.7 | 6,443 |
| Area | 0.18 | 0.73 | 0.01 | 1.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.15 | 4.15 | < 0.005 | < 0.005 | — | 4.17 |
| Energy | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 339 | 339 | 0.03 | < 0.005 | — | 340 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Off-Road | 0.25 | 0.21 | 2.17 | 3.82 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 578 | 578 | 0.02 | < 0.005 | — | 580 |
| Total | 0.95 | 1.09 | 9.95 | 8.34 | 0.06 | 0.18 | 1.70 | 1.88 | 0.17 | 0.46 | 0.63 | 22.0 | 7,122 | 7,144 | 2.62 | 1.00 | 13.7 | 7,523 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.51 | 0.14 | 8.00 | 3.56 | 0.06 | 0.09 | 1.71 | 1.80 | 0.09 | 0.46 | 0.55 | — | 6,154 | 6,154 | 0.35 | 0.97 | 0.36 | 6,453 |
| Area | — | 0.56 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Energy | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 339 | 339 | 0.03 | < 0.005 | — | 340 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 | |
| Off-Road | 0.25 | 0.21 | 2.17 | 3.82 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 578 | 578 | 0.02 | < 0.005 | — | 580 |
| Total | 0.78 | 0.92 | 10.3 | 7.46 | 0.06 | 0.18 | 1.71 | 1.88 | 0.17 | 0.46 | 0.63 | 22.0 | 7,140 | 7,162 | 2.63 | 1.01 | 0.36 | 7,529 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.50 | 0.14 | 8.05 | 3.42 | 0.06 | 0.09 | 1.70 | 1.79 | 0.09 | 0.46 | 0.55 | — | 6,130 | 6,130 | 0.34 | 0.97 | 5.92 | 6,434 |
| Area | 0.12 | 0.67 | 0.01 | 0.69 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.84 | 2.84 | < 0.005 | < 0.005 | — | 2.85 |
| Energy | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 339 | 339 | 0.03 | < 0.005 | — | 340 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 | |
| Off-Road | 0.18 | 0.15 | 1.54 | 2.72 | < 0.005 | 0.06 | — | 0.06 | 0.05 | — | 0.05 | — | 412 | 412 | 0.02 | < 0.005 | — | 413 |
| Total | 0.81 | 0.97 | 9.70 | 6.91 | 0.06 | 0.15 | 1.70 | 1.86 | 0.15 | 0.46 | 0.61 | 22.0 | 6,954 | 6,976 | 2.61 | 1.00 | 5.92 | 7,346 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.09 | 0.03 | 1.47 | 0.62 | 0.01 | 0.02 | 0.31 | 0.33 | 0.02 | 0.08 | 0.10 | — | 1,015 | 1,015 | 0.06 | 0.16 | 0.98 | 1,065 |
| Area | 0.02 | 0.12 | < 0.005 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.47 | 0.47 | < 0.005 | < 0.005 | — | 0.47 |
| Energy | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 56.1 | 56.1 | < 0.005 | < 0.005 | — | 56.3 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 1.69 | 11.6 | 13.3 | 0.17 | < 0.005 | — | 18.9 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 1.95 | 0.00 | 1.95 | 0.19 | 0.00 | — | 6.81 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 | |
| Off-Road | 0.03 | 0.03 | 0.28 | 0.50 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 68.2 | 68.2 | < 0.005 | < 0.005 | — | 68.4 |
| Total | 0.15 | 0.18 | 1.77 | 1.26 | 0.01 | 0.03 | 0.31 | 0.34 | 0.03 | 0.08 | 0.11 | 3.64 | 1,151 | 1,155 | 0.43 | 0.17 | 0.98 | 1,216 |

## 2.6. Operations Emissions by Sector, Mitigated

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

| Sector | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.50 | 0.15 | 7.68 | 3.43 | 0.06 | 0.09 | 1.70 | 1.79 | 0.09 | 0.46 | 0.54 | — | 6,131 | 6,131 | 0.34 | 0.97 | 13.7 | 6,443 |
| Area | 0.18 | 0.73 | 0.01 | 1.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.15 | 4.15 | < 0.005 | < 0.005 | — | 4.17 |
| Energy | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 335 | 335 | 0.03 | < 0.005 | — | 337 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Off-Road | 0.25 | 0.21 | 2.17 | 3.82 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 578 | 578 | 0.02 | < 0.005 | — | 580 |
| Total | 0.95 | 1.09 | 9.95 | 8.34 | 0.06 | 0.18 | 1.70 | 1.88 | 0.17 | 0.46 | 0.63 | 22.0 | 7,119 | 7,141 | 2.62 | 1.00 | 13.7 | 7,519 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.51 | 0.14 | 8.00 | 3.56 | 0.06 | 0.09 | 1.71 | 1.80 | 0.09 | 0.46 | 0.55 | — | 6,154 | 6,154 | 0.35 | 0.97 | 0.36 | 6,453 |
| Area | — | 0.56 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 335 | 335 | 0.03 | < 0.005 | — | 337 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Off-Road | 0.25 | 0.21 | 2.17 | 3.82 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 578 | 578 | 0.02 | < 0.005 | — | 580 |
| Total | 0.78 | 0.92 | 10.3 | 7.46 | 0.06 | 0.18 | 1.71 | 1.88 | 0.17 | 0.46 | 0.63 | 22.0 | 7,137 | 7,159 | 2.63 | 1.01 | 0.36 | 7,525 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.50 | 0.14 | 8.05 | 3.42 | 0.06 | 0.09 | 1.70 | 1.79 | 0.09 | 0.46 | 0.55 | — | 6,130 | 6,130 | 0.34 | 0.97 | 5.92 | 6,434 |
| Area | 0.12 | 0.67 | 0.01 | 0.69 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.84 | 2.84 | < 0.005 | < 0.005 | — | 2.85 |
| Energy | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 335 | 335 | 0.03 | < 0.005 | — | 337 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Water | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Off-Road | 0.18 | 0.15 | 1.54 | 2.72 | < 0.005 | 0.06 | — | 0.06 | 0.05 | — | 0.05 | — | 412 | 412 | 0.02 | < 0.005 | — | 413 |
| Total | 0.81 | 0.97 | 9.70 | 6.91 | 0.06 | 0.15 | 1.70 | 1.86 | 0.15 | 0.46 | 0.61 | 22.0 | 6,950 | 6,972 | 2.61 | 1.00 | 5.92 | 7,342 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.09 | 0.03 | 1.47 | 0.62 | 0.01 | 0.02 | 0.31 | 0.33 | 0.02 | 0.08 | 0.10 | — | 1,015 | 1,015 | 0.06 | 0.16 | 0.98 | 1,065 |
| Area | 0.02 | 0.12 | < 0.005 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.47 | 0.47 | < 0.005 | < 0.005 | — | 0.47 |
| Energy | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 55.5 | 55.5 | < 0.005 | < 0.005 | — | 55.8 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 1.69 | 11.6 | 13.3 | 0.17 | < 0.005 | — | 18.9 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 1.95 | 0.00 | 1.95 | 0.19 | 0.00 | — | 6.81 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Off-Road | 0.03 | 0.03 | 0.28 | 0.50 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 68.2 | 68.2 | < 0.005 | < 0.005 | — | 68.4 |
| Total | 0.15 | 0.18 | 1.77 | 1.26 | 0.01 | 0.03 | 0.31 | 0.34 | 0.03 | 0.08 | 0.11 | 3.64 | 1,151 | 1,154 | 0.43 | 0.17 | 0.98 | 1,216 |

# 3. Construction Emissions Details

## 3.1. Demolition (2024) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.92 | 1.61 | 15.6 | 16.0 | 0.02 | 0.67 | — | 0.67 | 0.62 | — | 0.62 | — | 2,494 | 2,494 | 0.10 | 0.02 | — | 2,502 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demolitio | — | — | — | — | — | — | 1.55 | 1.55 | — | 0.23 | 0.23 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | — | 3.47 | 3.47 | < 0.005 | < 0.005 | < 0.005 | 3.66 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.13 | 1.28 | 1.32 | < 0.005 | 0.06 | — | 0.06 | 0.05 | — | 0.05 | — | 205 | 205 | 0.01 | < 0.005 | — | 206 |
| Demolitio n | — | — | — | — | — | — | 0.13 | 0.13 | — | 0.02 | 0.02 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 0.28 | 0.28 | < 0.005 | < 0.005 | < 0.005 | 0.30 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.02 | 0.23 | 0.24 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 33.9 | 33.9 | < 0.005 | < 0.005 | — | 34.0 |
| Demolitio n | — | — | — | — | — | — | 0.02 | 0.02 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.05 | 0.05 | < 0.005 | < 0.005 | < 0.005 | 0.05 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.15 | 0.13 | 0.17 | 1.91 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.09 | 0.09 | — | 401 | 401 | 0.02 | 0.01 | 0.04 | 406 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.16 | 0.04 | 2.75 | 1.02 | 0.01 | 0.03 | 0.56 | 0.58 | 0.03 | 0.15 | 0.18 | — | 2,116 | 2,116 | 0.11 | 0.34 | 0.13 | 2,220 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.17 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.01 | 0.01 | — | 33.5 | 33.5 | < 0.005 | < 0.005 | 0.06 | 33.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.01 | < 0.005 | 0.23 | 0.08 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.01 | — | 174 | 174 | 0.01 | 0.03 | 0.17 | 183 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 5.54 | 5.54 | < 0.005 | < 0.005 | 0.01 | 5.62 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 28.8 | 28.8 | < 0.005 | < 0.005 | 0.03 | 30.2 |

## 3.2. Demolition (2024) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.92 | 1.61 | 15.6 | 16.0 | 0.02 | 0.67 | — | 0.67 | 0.62 | — | 0.62 | — | 2,494 | 2,494 | 0.10 | 0.02 | — | 2,502 |
| Demolition | — | — | — | — | — | — | 1.55 | 1.55 | — | 0.23 | 0.23 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | — | 3.47 | 3.47 | < 0.005 | < 0.005 | < 0.005 | 3.66 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.13 | 1.28 | 1.32 | < 0.005 | 0.06 | — | 0.06 | 0.05 | — | 0.05 | — | 205 | 205 | 0.01 | < 0.005 | — | 206 |
| Demolition | — | — | — | — | — | — | 0.13 | 0.13 | — | 0.02 | 0.02 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 0.28 | 0.28 | < 0.005 | < 0.005 | < 0.005 | 0.30 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.03 | 0.02 | 0.23 | 0.24 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 33.9 | 33.9 | < 0.005 | < 0.005 | — | 34.0 |
| Demolition | — | — | — | — | — | — | 0.02 | 0.02 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.05 | 0.05 | < 0.005 | < 0.005 | < 0.005 | 0.05 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.15 | 0.13 | 0.17 | 1.91 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.09 | 0.09 | — | 401 | 401 | 0.02 | 0.01 | 0.04 | 406 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.16 | 0.04 | 2.75 | 1.02 | 0.01 | 0.03 | 0.56 | 0.58 | 0.03 | 0.15 | 0.18 | — | 2,116 | 2,116 | 0.11 | 0.34 | 0.13 | 2,220 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.17 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.01 | 0.01 | — | 33.5 | 33.5 | < 0.005 | < 0.005 | 0.06 | 33.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.01 | < 0.005 | 0.23 | 0.08 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.01 | — | 174 | 174 | 0.01 | 0.03 | 0.17 | 183 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 5.54 | 5.54 | < 0.005 | < 0.005 | 0.01 | 5.62 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 28.8 | 28.8 | < 0.005 | < 0.005 | 0.03 | 30.2 |

## 3.3. Site Preparation (2024) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.54 | 1.30 | 12.4 | 11.9 | 0.02 | 0.59 | — | 0.59 | 0.54 | — | 0.54 | — | 1,891 | 1,891 | 0.08 | 0.02 | — | 1,898 |
| Dust From Material Movement | — | — | — | — | — | — | 2.12 | 2.12 | — | 1.01 | 1.01 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | — | 3.47 | 3.47 | < 0.005 | < 0.005 | < 0.005 | 3.66 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.08 | 0.07 | 0.68 | 0.65 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 104 | 104 | < 0.005 | < 0.005 | — | 104 |
| Dust From Material Movement | — | — | — | — | — | — | 0.12 | 0.12 | — | 0.06 | 0.06 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.19 | 0.19 | < 0.005 | < 0.005 | < 0.005 | 0.20 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.01 | 0.12 | 0.12 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 17.2 | 17.2 | < 0.005 | < 0.005 | — | 17.2 |
| Dust From Material Movement | — | — | — | — | — | — | 0.02 | 0.02 | — | 0.01 | 0.01 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.03 | 0.03 | < 0.005 | < 0.005 | < 0.005 | 0.03 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.15 | 0.13 | 0.17 | 1.91 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.09 | 0.09 | — | 401 | 401 | 0.02 | 0.01 | 0.04 | 406 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.11 | 0.03 | 1.83 | 0.68 | 0.01 | 0.02 | 0.37 | 0.39 | 0.02 | 0.10 | 0.12 | — | 1,411 | 1,411 | 0.08 | 0.23 | 0.08 | 1,480 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.11 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 22.3 | 22.3 | < 0.005 | < 0.005 | 0.04 | 22.6 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.01 | < 0.005 | 0.10 | 0.04 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 77.3 | 77.3 | < 0.005 | 0.01 | 0.08 | 81.2 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.70 | 3.70 | < 0.005 | < 0.005 | 0.01 | 3.75 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 12.8 | 12.8 | < 0.005 | < 0.005 | 0.01 | 13.4 |

## 3.4. Site Preparation (2024) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.54 | 1.30 | 12.4 | 11.9 | 0.02 | 0.59 | — | 0.59 | 0.54 | — | 0.54 | — | 1,891 | 1,891 | 0.08 | 0.02 | — | 1,898 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 2.12 | 2.12 | — | 1.01 | 1.01 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | — | 3.47 | 3.47 | < 0.005 | < 0.005 | < 0.005 | 3.66 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.08 | 0.07 | 0.68 | 0.65 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 104 | 104 | < 0.005 | < 0.005 | — | 104 |
| Dust From Material Movement | — | — | — | — | — | — | 0.12 | 0.12 | — | 0.06 | 0.06 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.19 | 0.19 | < 0.005 | < 0.005 | < 0.005 | 0.20 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.01 | 0.12 | 0.12 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 17.2 | 17.2 | < 0.005 | < 0.005 | — | 17.2 |
| Dust From Material Movement | — | — | — | — | — | — | 0.02 | 0.02 | — | 0.01 | 0.01 | — | — | — | — | — | — | — |
| Onsite truck | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.03 | 0.03 | < 0.005 | < 0.005 | < 0.005 | 0.03 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.15 | 0.13 | 0.17 | 1.91 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.09 | 0.09 | — | 401 | 401 | 0.02 | 0.01 | 0.04 | 406 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.11 | 0.03 | 1.83 | 0.68 | 0.01 | 0.02 | 0.37 | 0.39 | 0.02 | 0.10 | 0.12 | — | 1,411 | 1,411 | 0.08 | 0.23 | 0.08 | 1,480 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.11 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 22.3 | 22.3 | < 0.005 | < 0.005 | 0.04 | 22.6 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.01 | < 0.005 | 0.10 | 0.04 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 77.3 | 77.3 | < 0.005 | 0.01 | 0.08 | 81.2 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.70 | 3.70 | < 0.005 | < 0.005 | 0.01 | 3.75 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 12.8 | 12.8 | < 0.005 | < 0.005 | 0.01 | 13.4 |

## 3.5. 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 | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.53 | 0.44 | 4.11 | 5.79 | 0.01 | 0.13 | — | 0.13 | 0.12 | — | 0.12 | — | 887 | 887 | 0.04 | 0.01 | — | 890 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.53 | 0.44 | 4.11 | 5.79 | 0.01 | 0.13 | — | 0.13 | 0.12 | — | 0.12 | — | 887 | 887 | 0.04 | 0.01 | — | 890 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.32 | 0.26 | 2.45 | 3.44 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 528 | 528 | 0.02 | < 0.005 | — | 530 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.05 | 0.45 | 0.63 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 87.4 | 87.4 | < 0.005 | < 0.005 | — | 87.7 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.29 | 0.26 | 0.26 | 4.17 | 0.00 | 0.00 | 0.78 | 0.78 | 0.00 | 0.18 | 0.18 | — | 830 | 830 | 0.04 | 0.03 | 3.04 | 842 |
| Vendor | 0.01 | < 0.005 | 0.14 | 0.07 | < 0.005 | < 0.005 | 0.03 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 127 | 127 | 0.01 | 0.02 | 0.35 | 133 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.28 | 0.25 | 0.29 | 3.54 | 0.00 | 0.00 | 0.78 | 0.78 | 0.00 | 0.18 | 0.18 | — | 786 | 786 | 0.04 | 0.03 | 0.08 | 796 |
| Vendor | 0.01 | < 0.005 | 0.15 | 0.07 | < 0.005 | < 0.005 | 0.03 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 127 | 127 | 0.01 | 0.02 | 0.01 | 132 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.17 | 0.15 | 0.19 | 2.21 | 0.00 | 0.00 | 0.46 | 0.46 | 0.00 | 0.11 | 0.11 | — | 475 | 475 | 0.02 | 0.02 | 0.78 | 481 |
| Vendor | 0.01 | < 0.005 | 0.09 | 0.04 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 75.5 | 75.5 | < 0.005 | 0.01 | 0.09 | 78.8 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.03 | 0.40 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.02 | 0.02 | — | 78.6 | 78.6 | < 0.005 | < 0.005 | 0.13 | 79.7 |
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 12.5 | 12.5 | < 0.005 | < 0.005 | 0.01 | 13.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.6. Building Construction (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.53 | 0.44 | 4.11 | 5.79 | 0.01 | 0.13 | — | 0.13 | 0.12 | — | 0.12 | — | 887 | 887 | 0.04 | 0.01 | — | 890 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.53 | 0.44 | 4.11 | 5.79 | 0.01 | 0.13 | — | 0.13 | 0.12 | — | 0.12 | — | 887 | 887 | 0.04 | 0.01 | — | 890 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.32 | 0.26 | 2.45 | 3.44 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 528 | 528 | 0.02 | < 0.005 | — | 530 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.05 | 0.45 | 0.63 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 87.4 | 87.4 | < 0.005 | < 0.005 | — | 87.7 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.29 | 0.26 | 0.26 | 4.17 | 0.00 | 0.00 | 0.78 | 0.78 | 0.00 | 0.18 | 0.18 | — | 830 | 830 | 0.04 | 0.03 | 3.04 | 842 |
| Vendor | 0.01 | < 0.005 | 0.14 | 0.07 | < 0.005 | < 0.005 | 0.03 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 127 | 127 | 0.01 | 0.02 | 0.35 | 133 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.28 | 0.25 | 0.29 | 3.54 | 0.00 | 0.00 | 0.78 | 0.78 | 0.00 | 0.18 | 0.18 | — | 786 | 786 | 0.04 | 0.03 | 0.08 | 796 |
| Vendor | 0.01 | < 0.005 | 0.15 | 0.07 | < 0.005 | < 0.005 | 0.03 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 127 | 127 | 0.01 | 0.02 | 0.01 | 132 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.17 | 0.15 | 0.19 | 2.21 | 0.00 | 0.00 | 0.46 | 0.46 | 0.00 | 0.11 | 0.11 | — | 475 | 475 | 0.02 | 0.02 | 0.78 | 481 |
| Vendor | 0.01 | < 0.005 | 0.09 | 0.04 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 75.5 | 75.5 | < 0.005 | 0.01 | 0.09 | 78.8 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.03 | 0.40 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.02 | 0.02 | — | 78.6 | 78.6 | < 0.005 | < 0.005 | 0.13 | 79.7 |
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 12.5 | 12.5 | < 0.005 | < 0.005 | 0.01 | 13.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.7. Building Construction (2026) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.51 | 0.42 | 3.98 | 5.77 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 887 | 887 | 0.04 | 0.01 | — | 890 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.05 | 0.51 | 0.73 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 113 | 113 | < 0.005 | < 0.005 | — | 113 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.09 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 18.7 | 18.7 | < 0.005 | < 0.005 | — | 18.8 |
| 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 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.25 | 0.22 | 0.26 | 3.31 | 0.00 | 0.00 | 0.78 | 0.78 | 0.00 | 0.18 | 0.18 | — | 771 | 771 | 0.04 | 0.03 | 0.07 | 780 |
| Vendor | 0.01 | < 0.005 | 0.14 | 0.07 | < 0.005 | < 0.005 | 0.03 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 125 | 125 | 0.01 | 0.02 | 0.01 | 130 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.04 | 0.44 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.02 | 0.02 | — | 99.5 | 99.5 | < 0.005 | < 0.005 | 0.15 | 101 |
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 15.9 | 15.9 | < 0.005 | < 0.005 | 0.02 | 16.6 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.08 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 16.5 | 16.5 | < 0.005 | < 0.005 | 0.03 | 16.7 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.63 | 2.63 | < 0.005 | < 0.005 | < 0.005 | 2.74 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.8. Building Construction (2026) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.51 | 0.42 | 3.98 | 5.77 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 887 | 887 | 0.04 | 0.01 | — | 890 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.05 | 0.51 | 0.73 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 113 | 113 | < 0.005 | < 0.005 | — | 113 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.09 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 18.7 | 18.7 | < 0.005 | < 0.005 | — | 18.8 |
| 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 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.25 | 0.22 | 0.26 | 3.31 | 0.00 | 0.00 | 0.78 | 0.78 | 0.00 | 0.18 | 0.18 | — | 771 | 771 | 0.04 | 0.03 | 0.07 | 780 |
| Vendor | 0.01 | < 0.005 | 0.14 | 0.07 | < 0.005 | < 0.005 | 0.03 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 125 | 125 | 0.01 | 0.02 | 0.01 | 130 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.04 | 0.44 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.02 | 0.02 | — | 99.5 | 99.5 | < 0.005 | < 0.005 | 0.15 | 101 |
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 15.9 | 15.9 | < 0.005 | < 0.005 | 0.02 | 16.6 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.08 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 16.5 | 16.5 | < 0.005 | < 0.005 | 0.03 | 16.7 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.63 | 2.63 | < 0.005 | < 0.005 | < 0.005 | 2.74 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.9. Paving (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.56 | 0.47 | 4.41 | 6.48 | 0.01 | 0.18 | — | 0.18 | 0.17 | — | 0.17 | — | 991 | 991 | 0.04 | 0.01 | — | 995 |
| 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 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.56 | 0.47 | 4.41 | 6.48 | 0.01 | 0.18 | — | 0.18 | 0.17 | — | 0.17 | — | 991 | 991 | 0.04 | 0.01 | — | 995 |
| 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 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.20 | 0.17 | 1.57 | 2.31 | < 0.005 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 353 | 353 | 0.01 | < 0.005 | — | 354 |
| 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 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.29 | 0.42 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 58.5 | 58.5 | < 0.005 | < 0.005 | — | 58.7 |
| 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 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.08 | 0.09 | 1.42 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.07 | 0.07 | — | 298 | 298 | 0.01 | 0.01 | 1.01 | 302 |
| Vendor | < 0.005 | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 62.4 | 62.4 | < 0.005 | 0.01 | 0.17 | 65.2 |
| Hauling | 0.01 | < 0.005 | 0.16 | 0.06 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 136 | 136 | 0.01 | 0.02 | 0.31 | 143 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.09 | 0.08 | 0.10 | 1.21 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.07 | 0.07 | — | 283 | 283 | 0.01 | 0.01 | 0.03 | 286 |
| Vendor | < 0.005 | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 62.4 | 62.4 | < 0.005 | 0.01 | < 0.005 | 65.1 |
| Hauling | 0.01 | < 0.005 | 0.17 | 0.07 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 136 | 136 | 0.01 | 0.02 | 0.01 | 143 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.04 | 0.45 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.02 | 0.02 | — | 102 | 102 | < 0.005 | < 0.005 | 0.16 | 104 |
| Vendor | < 0.005 | < 0.005 | 0.03 | 0.01 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 22.2 | 22.2 | < 0.005 | < 0.005 | 0.03 | 23.2 |
| Hauling | < 0.005 | < 0.005 | 0.06 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 48.5 | 48.5 | < 0.005 | 0.01 | 0.05 | 50.9 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.08 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 16.9 | 16.9 | < 0.005 | < 0.005 | 0.03 | 17.1 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.68 | 3.68 | < 0.005 | < 0.005 | < 0.005 | 3.84 |
| Hauling | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 8.02 | 8.02 | < 0.005 | < 0.005 | 0.01 | 8.42 |

## 3.10. Paving (2026) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.56 | 0.47 | 4.41 | 6.48 | 0.01 | 0.18 | — | 0.18 | 0.17 | — | 0.17 | — | 991 | 991 | 0.04 | 0.01 | — | 995 |
| 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 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.56 | 0.47 | 4.41 | 6.48 | 0.01 | 0.18 | — | 0.18 | 0.17 | — | 0.17 | — | 991 | 991 | 0.04 | 0.01 | — | 995 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.20 | 0.17 | 1.57 | 2.31 | < 0.005 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 353 | 353 | 0.01 | < 0.005 | — | 354 |
| 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 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.29 | 0.42 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 58.5 | 58.5 | < 0.005 | < 0.005 | — | 58.7 |
| 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 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.08 | 0.09 | 1.42 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.07 | 0.07 | — | 298 | 298 | 0.01 | 0.01 | 1.01 | 302 |
| Vendor | < 0.005 | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 62.4 | 62.4 | < 0.005 | 0.01 | 0.17 | 65.2 |
| Hauling | 0.01 | < 0.005 | 0.16 | 0.06 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 136 | 136 | 0.01 | 0.02 | 0.31 | 143 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.08 | 0.10 | 1.21 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.07 | 0.07 | — | 283 | 283 | 0.01 | 0.01 | 0.03 | 286 |
| Vendor | < 0.005 | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 62.4 | 62.4 | < 0.005 | 0.01 | < 0.005 | 65.1 |
| Hauling | 0.01 | < 0.005 | 0.17 | 0.07 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 136 | 136 | 0.01 | 0.02 | 0.01 | 143 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.04 | 0.45 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.02 | 0.02 | — | 102 | 102 | < 0.005 | < 0.005 | 0.16 | 104 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | < 0.005 | < 0.005 | 0.03 | 0.01 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 22.2 | 22.2 | < 0.005 | < 0.005 | 0.03 | 23.2 |
| Hauling | < 0.005 | < 0.005 | 0.06 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 48.5 | 48.5 | < 0.005 | 0.01 | 0.05 | 50.9 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.08 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 16.9 | 16.9 | < 0.005 | < 0.005 | 0.03 | 17.1 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.68 | 3.68 | < 0.005 | < 0.005 | < 0.005 | 3.84 |
| Hauling | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 8.02 | 8.02 | < 0.005 | < 0.005 | 0.01 | 8.42 |

## 3.11. Architectural Coating (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 0.16 | 1.58 | 1.91 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 281 | 281 | 0.01 | < 0.005 | — | 282 |
| Architectural Coatings | — | 1.72 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 0.16 | 1.58 | 1.91 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 281 | 281 | 0.01 | < 0.005 | — | 282 |
| Architectural Coatings | — | 1.72 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.07 | 0.06 | 0.56 | 0.68 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 100 | 100 | < 0.005 | < 0.005 | — | 100 |
| Architectural Coatings | — | 0.61 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.10 | 0.12 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 16.6 | 16.6 | < 0.005 | < 0.005 | — | 16.6 |
| Architectural Coatings | — | 0.11 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.09 | 0.09 | 1.55 | 0.00 | 0.00 | 0.31 | 0.31 | 0.00 | 0.07 | 0.07 | — | 325 | 325 | 0.01 | 0.01 | 1.10 | 330 |
| Vendor | < 0.005 | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 62.4 | 62.4 | < 0.005 | 0.01 | 0.17 | 65.2 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.09 | 0.10 | 1.32 | 0.00 | 0.00 | 0.31 | 0.31 | 0.00 | 0.07 | 0.07 | — | 308 | 308 | 0.01 | 0.01 | 0.03 | 312 |
| Vendor | < 0.005 | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 62.4 | 62.4 | < 0.005 | 0.01 | < 0.005 | 65.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.04 | 0.03 | 0.04 | 0.49 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.03 | 0.03 | — | 111 | 111 | < 0.005 | < 0.005 | 0.17 | 113 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | < 0.005 | < 0.005 | 0.03 | 0.01 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 22.2 | 22.2 | < 0.005 | < 0.005 | 0.03 | 23.2 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 18.4 | 18.4 | < 0.005 | < 0.005 | 0.03 | 18.7 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.68 | 3.68 | < 0.005 | < 0.005 | < 0.005 | 3.84 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.12. 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 | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 0.16 | 1.58 | 1.91 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 281 | 281 | 0.01 | < 0.005 | — | 282 |
| Architectural Coatings | — | 1.72 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 0.16 | 1.58 | 1.91 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 281 | 281 | 0.01 | < 0.005 | — | 282 |
| Architectural Coatings | — | 1.72 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.07 | 0.06 | 0.56 | 0.68 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 100 | 100 | < 0.005 | < 0.005 | — | 100 |
| Architectural Coatings | — | 0.61 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.10 | 0.12 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 16.6 | 16.6 | < 0.005 | < 0.005 | — | 16.6 |
| Architectural Coatings | — | 0.11 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.09 | 0.09 | 1.55 | 0.00 | 0.00 | 0.31 | 0.31 | 0.00 | 0.07 | 0.07 | — | 325 | 325 | 0.01 | 0.01 | 1.10 | 330 |
| Vendor | < 0.005 | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 62.4 | 62.4 | < 0.005 | 0.01 | 0.17 | 65.2 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.09 | 0.10 | 1.32 | 0.00 | 0.00 | 0.31 | 0.31 | 0.00 | 0.07 | 0.07 | — | 308 | 308 | 0.01 | 0.01 | 0.03 | 312 |
| Vendor | < 0.005 | < 0.005 | 0.07 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 62.4 | 62.4 | < 0.005 | 0.01 | < 0.005 | 65.1 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.04 | 0.03 | 0.04 | 0.49 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.03 | 0.03 | — | 111 | 111 | < 0.005 | < 0.005 | 0.17 | 113 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | < 0.005 | < 0.005 | 0.03 | 0.01 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 22.2 | 22.2 | < 0.005 | < 0.005 | 0.03 | 23.2 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 18.4 | 18.4 | < 0.005 | < 0.005 | 0.03 | 18.7 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.68 | 3.68 | < 0.005 | < 0.005 | < 0.005 | 3.84 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.49 | 0.13 | 7.66 | 3.17 | 0.05 | 0.09 | 1.64 | 1.73 | 0.09 | 0.44 | 0.53 | — | 6,069 | 6,069 | 0.34 | 0.97 | 13.5 | 6,380 |
| General Office Building | 0.02 | 0.02 | 0.01 | 0.26 | < 0.005 | < 0.005 | 0.06 | 0.06 | < 0.005 | 0.02 | 0.02 | — | 62.1 | 62.1 | < 0.005 | < 0.005 | 0.21 | 62.8 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.50 | 0.15 | 7.68 | 3.43 | 0.06 | 0.09 | 1.70 | 1.79 | 0.09 | 0.46 | 0.54 | — | 6,131 | 6,131 | 0.34 | 0.97 | 13.7 | 6,443 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.49 | 0.12 | 7.98 | 3.32 | 0.05 | 0.09 | 1.64 | 1.73 | 0.09 | 0.44 | 0.53 | — | 6,086 | 6,086 | 0.35 | 0.97 | 0.35 | 6,385 |
| General Office Building | 0.03 | 0.02 | 0.02 | 0.24 | < 0.005 | < 0.005 | 0.06 | 0.06 | < 0.005 | 0.02 | 0.02 | — | 67.2 | 67.2 | < 0.005 | < 0.005 | 0.01 | 68.0 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.51 | 0.14 | 8.00 | 3.56 | 0.06 | 0.09 | 1.71 | 1.80 | 0.09 | 0.46 | 0.55 | — | 6,154 | 6,154 | 0.35 | 0.97 | 0.36 | 6,453 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.09 | 0.02 | 1.47 | 0.58 | 0.01 | 0.02 | 0.30 | 0.32 | 0.02 | 0.08 | 0.10 | — | 1,005 | 1,005 | 0.06 | 0.16 | 0.96 | 1,055 |
| General Office Building | < 0.005 | < 0.005 | < 0.005 | 0.04 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 9.89 | 9.89 | < 0.005 | < 0.005 | 0.02 | 9.99 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.09 | 0.03 | 1.47 | 0.62 | 0.01 | 0.02 | 0.31 | 0.33 | 0.02 | 0.08 | 0.10 | — | 1,015 | 1,015 | 0.06 | 0.16 | 0.98 | 1,065 |

### 4.1.2. Mitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.49 | 0.13 | 7.66 | 3.17 | 0.05 | 0.09 | 1.64 | 1.73 | 0.09 | 0.44 | 0.53 | — | 6,069 | 6,069 | 0.34 | 0.97 | 13.5 | 6,380 |
| General Office Building | 0.02 | 0.02 | 0.01 | 0.26 | < 0.005 | < 0.005 | 0.06 | 0.06 | < 0.005 | 0.02 | 0.02 | — | 62.1 | 62.1 | < 0.005 | < 0.005 | 0.21 | 62.8 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.50 | 0.15 | 7.68 | 3.43 | 0.06 | 0.09 | 1.70 | 1.79 | 0.09 | 0.46 | 0.54 | — | 6,131 | 6,131 | 0.34 | 0.97 | 13.7 | 6,443 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.49 | 0.12 | 7.98 | 3.32 | 0.05 | 0.09 | 1.64 | 1.73 | 0.09 | 0.44 | 0.53 | — | 6,086 | 6,086 | 0.35 | 0.97 | 0.35 | 6,385 |
| General Office Building | 0.03 | 0.02 | 0.02 | 0.24 | < 0.005 | < 0.005 | 0.06 | 0.06 | < 0.005 | 0.02 | 0.02 | — | 67.2 | 67.2 | < 0.005 | < 0.005 | 0.01 | 68.0 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.51 | 0.14 | 8.00 | 3.56 | 0.06 | 0.09 | 1.71 | 1.80 | 0.09 | 0.46 | 0.55 | — | 6,154 | 6,154 | 0.35 | 0.97 | 0.36 | 6,453 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.09 | 0.02 | 1.47 | 0.58 | 0.01 | 0.02 | 0.30 | 0.32 | 0.02 | 0.08 | 0.10 | — | 1,005 | 1,005 | 0.06 | 0.16 | 0.96 | 1,055 |
| General Office Building | < 0.005 | < 0.005 | < 0.005 | 0.04 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 9.89 | 9.89 | < 0.005 | < 0.005 | 0.02 | 9.99 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.09 | 0.03 | 1.47 | 0.62 | 0.01 | 0.02 | 0.31 | 0.33 | 0.02 | 0.08 | 0.10 | — | 1,015 | 1,015 | 0.06 | 0.16 | 0.98 | 1,065 |

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 200 | 200 | 0.01 | < 0.005 | — | 201 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | 18.4 | 18.4 | < 0.005 | < 0.005 | — | 18.5 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 1.95 | 1.95 | < 0.005 | < 0.005 | — | 1.96 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 220 | 220 | 0.02 | < 0.005 | — | 221 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 200 | 200 | 0.01 | < 0.005 | — | 201 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | 18.4 | 18.4 | < 0.005 | < 0.005 | — | 18.5 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 1.95 | 1.95 | < 0.005 | < 0.005 | — | 1.96 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 220 | 220 | 0.02 | < 0.005 | — | 221 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 33.1 | 33.1 | < 0.005 | < 0.005 | — | 33.3 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | 3.04 | 3.04 | < 0.005 | < 0.005 | — | 3.06 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.32 | 0.32 | < 0.005 | < 0.005 | — | 0.32 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 36.5 | 36.5 | < 0.005 | < 0.005 | — | 36.6 |

## 4.2.2. Electricity Emissions By Land Use - Mitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 197 | 197 | 0.01 | < 0.005 | — | 198 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | 17.9 | 17.9 | < 0.005 | < 0.005 | — | 18.0 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 1.95 | 1.95 | < 0.005 | < 0.005 | — | 1.96 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 217 | 217 | 0.02 | < 0.005 | — | 218 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 197 | 197 | 0.01 | < 0.005 | — | 198 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | 17.9 | 17.9 | < 0.005 | < 0.005 | — | 18.0 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 1.95 | 1.95 | < 0.005 | < 0.005 | — | 1.96 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 217 | 217 | 0.02 | < 0.005 | — | 218 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 32.6 | 32.6 | < 0.005 | < 0.005 | — | 32.8 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | 2.96 | 2.96 | < 0.005 | < 0.005 | — | 2.98 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.32 | 0.32 | < 0.005 | < 0.005 | — | 0.32 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 35.9 | 35.9 | < 0.005 | < 0.005 | — | 36.1 |

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 115 | 115 | 0.01 | < 0.005 | — | 115 |
| General Office Building | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.93 | 3.93 | < 0.005 | < 0.005 | — | 3.94 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 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 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 119 | 119 | 0.01 | < 0.005 | — | 119 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 115 | 115 | 0.01 | < 0.005 | — | 115 |
| General Office Building | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.93 | 3.93 | < 0.005 | < 0.005 | — | 3.94 |
| 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 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 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 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 119 | 119 | 0.01 | < 0.005 | — | 119 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 19.0 | 19.0 | < 0.005 | < 0.005 | — | 19.0 |
| General Office Building | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.65 | 0.65 | < 0.005 | < 0.005 | — | 0.65 |
| 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 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 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 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 19.6 | 19.6 | < 0.005 | < 0.005 | — | 19.7 |

### 4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 115 | 115 | 0.01 | < 0.005 | — | 115 |
| General Office Building | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.81 | 3.81 | < 0.005 | < 0.005 | — | 3.82 |
| 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 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 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 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 119 | 119 | 0.01 | < 0.005 | — | 119 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 115 | 115 | 0.01 | < 0.005 | — | 115 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Office Building | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.81 | 3.81 | < 0.005 | < 0.005 | — | 3.82 |
| 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 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 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 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 119 | 119 | 0.01 | < 0.005 | — | 119 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 19.0 | 19.0 | < 0.005 | < 0.005 | — | 19.0 |
| General Office Building | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.63 | 0.63 | < 0.005 | < 0.005 | — | 0.63 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 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 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 19.6 | 19.6 | < 0.005 | < 0.005 | — | 19.7 |

## 4.3. Area Emissions by Source

### 4.3.2. Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consum Products | — | 0.50 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | — | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.18 | 0.17 | 0.01 | 1.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.15 | 4.15 | < 0.005 | < 0.005 | — | 4.17 |
| Total | 0.18 | 0.73 | 0.01 | 1.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.15 | 4.15 | < 0.005 | < 0.005 | — | 4.17 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | — | 0.50 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | — | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | 0.56 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | — | 0.09 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | — | 0.01 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.02 | 0.02 | < 0.005 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.47 | 0.47 | < 0.005 | < 0.005 | — | 0.47 |
| Total | 0.02 | 0.12 | < 0.005 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.47 | 0.47 | < 0.005 | < 0.005 | — | 0.47 |

### 4.3.1. Mitigated

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

| Source | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | — | 0.50 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | — | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.18 | 0.17 | 0.01 | 1.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.15 | 4.15 | < 0.005 | < 0.005 | — | 4.17 |
| Total | 0.18 | 0.73 | 0.01 | 1.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.15 | 4.15 | < 0.005 | < 0.005 | — | 4.17 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | — | 0.50 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | — | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | 0.56 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | — | 0.09 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | — | 0.01 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Landscape Equipme | 0.02 | 0.02 | < 0.005 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.47 | 0.47 | < 0.005 | < 0.005 | — | 0.47 |
| Total | 0.02 | 0.12 | < 0.005 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.47 | 0.47 | < 0.005 | < 0.005 | — | 0.47 |

## 4.4. Water Emissions by Land Use

### 4.4.2. Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 10.0 | 67.3 | 77.3 | 1.03 | 0.03 | — | 111 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.21 | 1.40 | 1.60 | 0.02 | < 0.005 | — | 2.29 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 1.20 | 1.20 | < 0.005 | < 0.005 | — | 1.21 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 10.0 | 67.3 | 77.3 | 1.03 | 0.03 | — | 111 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.21 | 1.40 | 1.60 | 0.02 | < 0.005 | — | 2.29 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 1.20 | 1.20 | < 0.005 | < 0.005 | — | 1.21 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 1.66 | 11.1 | 12.8 | 0.17 | < 0.005 | — | 18.3 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.03 | 0.23 | 0.27 | < 0.005 | < 0.005 | — | 0.38 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.20 | 0.20 | < 0.005 | < 0.005 | — | 0.20 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 1.69 | 11.6 | 13.3 | 0.17 | < 0.005 | — | 18.9 |

### 4.4.1. Mitigated

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

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

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 10.0 | 67.3 | 77.3 | 1.03 | 0.03 | — | 111 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.21 | 1.40 | 1.60 | 0.02 | < 0.005 | — | 2.29 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 1.20 | 1.20 | < 0.005 | < 0.005 | — | 1.21 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 10.0 | 67.3 | 77.3 | 1.03 | 0.03 | — | 111 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.21 | 1.40 | 1.60 | 0.02 | < 0.005 | — | 2.29 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 1.20 | 1.20 | < 0.005 | < 0.005 | — | 1.21 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 10.2 | 69.9 | 80.1 | 1.05 | 0.03 | — | 114 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated | — | — | — | — | — | — | — | — | — | — | — | 1.66 | 11.1 | 12.8 | 0.17 | < 0.005 | — | 18.3 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.03 | 0.23 | 0.27 | < 0.005 | < 0.005 | — | 0.38 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.20 | 0.20 | < 0.005 | < 0.005 | — | 0.20 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 1.69 | 11.6 | 13.3 | 0.17 | < 0.005 | — | 18.9 |

## 4.5. Waste Emissions by Land Use

### 4.5.2. Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 11.4 | 0.00 | 11.4 | 1.14 | 0.00 | — | 40.1 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.31 | 0.00 | 0.31 | 0.03 | 0.00 | — | 1.07 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 11.4 | 0.00 | 11.4 | 1.14 | 0.00 | — | 40.1 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.31 | 0.00 | 0.31 | 0.03 | 0.00 | — | 1.07 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 1.90 | 0.00 | 1.90 | 0.19 | 0.00 | — | 6.63 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.05 | 0.00 | 0.05 | 0.01 | 0.00 | — | 0.18 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 1.95 | 0.00 | 1.95 | 0.19 | 0.00 | — | 6.81 |

### 4.5.1. Mitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 11.4 | 0.00 | 11.4 | 1.14 | 0.00 | — | 40.1 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.31 | 0.00 | 0.31 | 0.03 | 0.00 | — | 1.07 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 11.4 | 0.00 | 11.4 | 1.14 | 0.00 | — | 40.1 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.31 | 0.00 | 0.31 | 0.03 | 0.00 | — | 1.07 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | 11.8 | 0.00 | 11.8 | 1.17 | 0.00 | — | 41.1 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 1.90 | 0.00 | 1.90 | 0.19 | 0.00 | — | 6.63 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 0.05 | 0.00 | 0.05 | 0.01 | 0.00 | — | 0.18 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 1.95 | 0.00 | 1.95 | 0.19 | 0.00 | — | 6.81 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |

### 4.6.2. Mitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | < 0.005 |

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

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

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.06 | 0.05 | 0.51 | 0.78 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 114 | 114 | < 0.005 | < 0.005 | — | 115 |
| Other Material Handling Equipment | 0.07 | 0.06 | 0.63 | 1.13 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 173 | 173 | 0.01 | < 0.005 | — | 174 |
| Tractors/ Loaders/ Backhoes | 0.12 | 0.10 | 1.03 | 1.91 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 290 | 290 | 0.01 | < 0.005 | — | 291 |
| Total | 0.25 | 0.21 | 2.17 | 3.82 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 578 | 578 | 0.02 | < 0.005 | — | 580 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.06 | 0.05 | 0.51 | 0.78 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 114 | 114 | < 0.005 | < 0.005 | — | 115 |
| Other Material Handling Equipment | 0.07 | 0.06 | 0.63 | 1.13 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 173 | 173 | 0.01 | < 0.005 | — | 174 |
| Tractors/ Loaders/ Backhoes | 0.12 | 0.10 | 1.03 | 1.91 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 290 | 290 | 0.01 | < 0.005 | — | 291 |
| Total | 0.25 | 0.21 | 2.17 | 3.82 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 578 | 578 | 0.02 | < 0.005 | — | 580 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Forklifts | 0.01 | 0.01 | 0.07 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 13.5 | 13.5 | < 0.005 | < 0.005 | — | 13.5 |
| Other Material Handling Equipment | 0.01 | 0.01 | 0.08 | 0.15 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 20.5 | 20.5 | < 0.005 | < 0.005 | — | 20.5 |
| Tractors/ Loaders/ Backhoes | 0.02 | 0.01 | 0.13 | 0.25 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 34.2 | 34.2 | < 0.005 | < 0.005 | — | 34.4 |
| Total | 0.03 | 0.03 | 0.28 | 0.50 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 68.2 | 68.2 | < 0.005 | < 0.005 | — | 68.4 |

### 4.7.2. Mitigated

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

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.06 | 0.05 | 0.51 | 0.78 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 114 | 114 | < 0.005 | < 0.005 | — | 115 |
| Other Material Handling Equipment | 0.07 | 0.06 | 0.63 | 1.13 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 173 | 173 | 0.01 | < 0.005 | — | 174 |
| Tractors/ Loaders/ Backhoes | 0.12 | 0.10 | 1.03 | 1.91 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 290 | 290 | 0.01 | < 0.005 | — | 291 |
| Total | 0.25 | 0.21 | 2.17 | 3.82 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 578 | 578 | 0.02 | < 0.005 | — | 580 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.06 | 0.05 | 0.51 | 0.78 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 114 | 114 | < 0.005 | < 0.005 | — | 115 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Material Handling Equipment | 0.07 | 0.06 | 0.63 | 1.13 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 173 | 173 | 0.01 | < 0.005 | — | 174 |
| Tractors/ Loaders/ Backhoes | 0.12 | 0.10 | 1.03 | 1.91 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 290 | 290 | 0.01 | < 0.005 | — | 291 |
| Total | 0.25 | 0.21 | 2.17 | 3.82 | 0.01 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 578 | 578 | 0.02 | < 0.005 | — | 580 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.01 | 0.01 | 0.07 | 0.10 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 13.5 | 13.5 | < 0.005 | < 0.005 | — | 13.5 |
| Other Material Handling Equipment | 0.01 | 0.01 | 0.08 | 0.15 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 20.5 | 20.5 | < 0.005 | < 0.005 | — | 20.5 |
| Tractors/ Loaders/ Backhoes | 0.02 | 0.01 | 0.13 | 0.25 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 34.2 | 34.2 | < 0.005 | < 0.005 | — | 34.4 |
| Total | 0.03 | 0.03 | 0.28 | 0.50 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 68.2 | 68.2 | < 0.005 | < 0.005 | — | 68.4 |

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

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

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

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

### 4.8.2. Mitigated

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

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

## 4.9. User Defined Emissions By Equipment Type

### 4.9.1. Unmitigated

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

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

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

### 4.9.2. Mitigated

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

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

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Demolition | Demolition | 10/7/2024 | 11/15/2024 | 5.00 | 30.0 | — |
| Site Preparation | Site Preparation | 11/18/2024 | 12/13/2024 | 5.00 | 20.0 | — |
| Building Construction | Building Construction | 3/3/2025 | 3/6/2026 | 5.00 | 265 | — |
| Paving | Paving | 3/9/2026 | 9/4/2026 | 5.00 | 130 | — |
| Architectural Coating | Architectural Coating | 3/9/2026 | 9/4/2026 | 5.00 | 130 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Demolition | Tractors/Loaders/Backhoes | Diesel | Average | 3.00 | 8.00 | 84.0 | 0.37 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Demolition | Rubber Tired Dozers | Diesel | Average | 1.00 | 8.00 | 367 | 0.40 |
| Demolition | Concrete/Industrial Saws | Diesel | Average | 1.00 | 8.00 | 33.0 | 0.73 |
| Site Preparation | Graders | Diesel | Average | 1.00 | 8.00 | 148 | 0.41 |
| Site Preparation | Rubber Tired Dozers | Diesel | Average | 1.00 | 6.00 | 367 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Generator Sets | Diesel | Average | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 6.00 | 84.0 | 0.37 |
| Building Construction | Welders | Diesel | Average | 1.00 | 8.00 | 46.0 | 0.45 |
| Building Construction | Rough Terrain Forklifts | Diesel | Average | 1.00 | 8.00 | 96.0 | 0.40 |
| Paving | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 8.00 | 84.0 | 0.37 |
| Paving | Pavers | Diesel | Average | 1.00 | 6.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Average | 1.00 | 8.00 | 89.0 | 0.36 |
| Paving | Rollers | Diesel | Average | 1.00 | 7.00 | 36.0 | 0.38 |
| Paving | Cement and Mortar Mixers | Diesel | Average | 1.00 | 6.00 | 10.0 | 0.56 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.00 | 6.00 | 37.0 | 0.48 |
| Architectural Coating | Aerial Lifts | Diesel | Average | 1.00 | 8.00 | 46.0 | 0.31 |

### 5.2.2. Mitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Demolition | Tractors/Loaders/Backhoes | Diesel | Average | 3.00 | 8.00 | 84.0 | 0.37 |
| Demolition | Rubber Tired Dozers | Diesel | Average | 1.00 | 8.00 | 367 | 0.40 |
| Demolition | Concrete/Industrial Saws | Diesel | Average | 1.00 | 8.00 | 33.0 | 0.73 |
| Site Preparation | Graders | Diesel | Average | 1.00 | 8.00 | 148 | 0.41 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | Diesel | Average | 1.00 | 6.00 | 367 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Generator Sets | Diesel | Average | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 6.00 | 84.0 | 0.37 |
| Building Construction | Welders | Diesel | Average | 1.00 | 8.00 | 46.0 | 0.45 |
| Building Construction | Rough Terrain Forklifts | Diesel | Average | 1.00 | 8.00 | 96.0 | 0.40 |
| Paving | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 8.00 | 84.0 | 0.37 |
| Paving | Pavers | Diesel | Average | 1.00 | 6.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Average | 1.00 | 8.00 | 89.0 | 0.36 |
| Paving | Rollers | Diesel | Average | 1.00 | 7.00 | 36.0 | 0.38 |
| Paving | Cement and Mortar Mixers | Diesel | Average | 1.00 | 6.00 | 10.0 | 0.56 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.00 | 6.00 | 37.0 | 0.48 |
| Architectural Coating | Aerial Lifts | Diesel | Average | 1.00 | 8.00 | 46.0 | 0.31 |

## 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 | 30.0 | 18.5 | LDA,LDT1,LDT2 |
| Demolition | Vendor | 0.00 | 10.2 | HHDT,MHDT |
| Demolition | Hauling | 30.0 | 20.0 | HHDT |
| Demolition | Onsite truck | 1.00 | 0.50 | HHDT |
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 30.0 | 18.5 | LDA,LDT1,LDT2 |

| | | | | |
|---|---|---|---|---|
| Site Preparation | Vendor | 0.00 | 10.2 | HHDT,MHDT |
| Site Preparation | Hauling | 20.0 | 20.0 | HHDT |
| Site Preparation | Onsite truck | 1.00 | 0.50 | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 60.0 | 18.5 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 4.00 | 10.2 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | 0.00 | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 22.0 | 18.5 | LDA,LDT1,LDT2 |
| Paving | Vendor | 2.00 | 10.2 | HHDT,MHDT |
| Paving | Hauling | 2.00 | 20.0 | HHDT |
| Paving | Onsite truck | 0.00 | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 24.0 | 18.5 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | 2.00 | 10.2 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | 0.00 | — | HHDT |

### 5.3.2. Mitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Demolition | — | — | — | — |
| Demolition | Worker | 30.0 | 18.5 | LDA,LDT1,LDT2 |
| Demolition | Vendor | 0.00 | 10.2 | HHDT,MHDT |
| Demolition | Hauling | 30.0 | 20.0 | HHDT |
| Demolition | Onsite truck | 1.00 | 0.50 | HHDT |
| Site Preparation | — | — | — | — |

| | | | | |
|---|---|---|---|---|
| Site Preparation | Worker | 30.0 | 18.5 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | 0.00 | 10.2 | HHDT,MHDT |
| Site Preparation | Hauling | 20.0 | 20.0 | HHDT |
| Site Preparation | Onsite truck | 1.00 | 0.50 | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 60.0 | 18.5 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 4.00 | 10.2 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | 0.00 | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 22.0 | 18.5 | LDA,LDT1,LDT2 |
| Paving | Vendor | 2.00 | 10.2 | HHDT,MHDT |
| Paving | Hauling | 2.00 | 20.0 | HHDT |
| Paving | Onsite truck | 0.00 | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 24.0 | 18.5 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | 2.00 | 10.2 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | 0.00 | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

| Control Strategies Applied | PM10 Reduction | PM2.5 Reduction |
|---|---|---|
| Water unpaved roads twice daily | 55% | 55% |
| Limit vehicle speeds on unpaved roads to 25 mph | 57% | 57% |

## 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 | 34,815 | 11,605 | 1,796 |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (Cubic Yards) | Material Exported (Cubic Yards) | Acres Graded (acres) | Material Demolished (Ton of Debris) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Demolition | 0.00 | 0.00 | 0.00 | 3,552 | — |
| Site Preparation | 0.00 | 3,000 | 18.0 | 0.00 | — |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 0.69 |

### 5.6.2. Construction Earthmoving Control Strategies

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

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 0.00 | 0% |
| General Office Building | 0.00 | 0% |
| Parking Lot | 0.03 | 100% |
| Other Non-Asphalt Surfaces | 0.66 | 0% |

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2024 | 0.00 | 690 | 0.05 | 0.01 |
| 2025 | 0.00 | 690 | 0.05 | 0.01 |
| 2026 | 0.00 | 690 | 0.05 | 0.01 |

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 118 | 118 | 118 | 43,070 | 1,770 | 1,770 | 1,770 | 646,050 |
| General Office Building | 6.00 | 6.00 | 6.00 | 2,190 | 90.0 | 90.0 | 90.0 | 32,850 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

### 5.9.2. Mitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 118 | 118 | 118 | 43,070 | 1,770 | 1,770 | 1,770 | 646,050 |
| General Office Building | 6.00 | 6.00 | 6.00 | 2,190 | 90.0 | 90.0 | 90.0 | 32,850 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 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 | 34,815 | 11,605 | 1,796 |

### 5.10.3. Landscape Equipment

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

### 5.10.4. Landscape Equipment - Mitigated

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

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

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

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

| | | | | | |
|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 105,696 | 690 | 0.0489 | 0.0069 | 357,895 |
| General Office Building | 9,717 | 690 | 0.0489 | 0.0069 | 12,256 |
| Parking Lot | 1,030 | 690 | 0.0489 | 0.0069 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 690 | 0.0489 | 0.0069 | 0.00 |

### 5.11.2. Mitigated

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

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 104,174 | 690 | 0.0489 | 0.0069 | 357,870 |
| General Office Building | 9,458 | 690 | 0.0489 | 0.0069 | 11,882 |
| Parking Lot | 1,030 | 690 | 0.0489 | 0.0069 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 690 | 0.0489 | 0.0069 | 0.00 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 5,226,250 | 0.00 |
| General Office Building | 108,418 | 0.00 |
| Parking Lot | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 119,754 |

### 5.12.2. Mitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 5,226,250 | 0.00 |

| | | |
|---|---|---|
| General Office Building | 108,418 | 0.00 |
| Parking Lot | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 119,754 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 21.2 | — |
| General Office Building | 0.57 | — |
| Parking Lot | 0.00 | — |
| Other Non-Asphalt Surfaces | 0.00 | — |

### 5.13.2. Mitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 21.2 | — |
| General Office Building | 0.57 | — |
| Parking Lot | 0.00 | — |
| Other Non-Asphalt Surfaces | 0.00 | — |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

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

### 5.14.2. Mitigated

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

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|
| Forklifts | Diesel | Average | 1.00 | 6.00 | 82.0 | 0.20 |
| Other Material Handling Equipment | Diesel | Average | 1.00 | 4.00 | 93.0 | 0.40 |
| Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 8.00 | 84.0 | 0.37 |

### 5.15.2. Mitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|
| Forklifts | Diesel | Average | 1.00 | 6.00 | 82.0 | 0.20 |
| Other Material Handling Equipment | Diesel | Average | 1.00 | 4.00 | 93.0 | 0.40 |
| Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 8.00 | 84.0 | 0.37 |

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

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

### 5.16.2. Process Boilers

| Equipment Type | Fuel Type | Number | Boiler Rating (MMBtu/hr) | Daily Heat Input (MMBtu/day) | Annual Heat Input (MMBtu/yr) |
|---|---|---|---|---|---|

## 5.17. User Defined

| Equipment Type | Fuel Type |
|---|---|
| — | — |

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

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

#### 5.18.1.2. Mitigated

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

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

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

#### 5.18.1.2. Mitigated

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

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

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

#### 5.18.2.2. Mitigated

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

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 9.52 | annual days of extreme heat |
| Extreme Precipitation | 6.15 | annual days with precipitation above 20 mm |
| Sea Level Rise | 0.00 | meters of inundation depth |
| Wildfire | 0.00 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
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 | 2 | 1 | 3 | 2 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 2 | 1 |
| Wildfire | 1 | 1 | 2 | 1 |
| 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 | 5 | 2 | 2 | 4 |

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

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | 1 | 1 | 4 | 1 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 2 | 1 |
| Wildfire | 1 | 1 | 2 | 1 |
| 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 | 5 | 2 | 2 | 4 |

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

### 6.4.1. Temperature and Extreme Heat

| User Selected Measures | Co-Benefits Achieved | Exposure Reduction | Sensitivity Reduction | Adaptive Capacity Increase |
|---|---|---|---|---|
| D-3: Install Drought Resistant Landscaping | Water Conservation | — | 1.00 | 1.00 |
| EH-9: Expand Urban Tree Canopy | Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity | 1.00 | 1.00 | — |
| MH-23: Landscape with Climate Considerations | Improved Ecosystem Health, Water Conservation | — | 1.00 | — |

# 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 | 51.0 |
| AQ-PM | 90.2 |
| AQ-DPM | 96.2 |
| Drinking Water | 92.5 |
| Lead Risk Housing | 31.7 |
| Pesticides | 0.00 |
| Toxic Releases | 82.6 |
| Traffic | 88.3 |

| | |
|---|---|
| Effect Indicators | — |
| CleanUp Sites | 100.0 |
| Groundwater | 95.2 |
| Haz Waste Facilities/Generators | 100.0 |
| Impaired Water Bodies | 66.7 |
| Solid Waste | 100 |
| Sensitive Population | — |
| Asthma | 87.9 |
| Cardio-vascular | 19.4 |
| Low Birth Weights | 65.2 |
| Socioeconomic Factor Indicators | — |
| Education | 14.8 |
| Housing | 39.7 |
| Linguistic | 59.8 |
| Poverty | 48.0 |
| Unemployment | 14.4 |

## 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 | 65.44334659 |
| Employed | 94.00744258 |
| Median HI | 73.54035673 |
| Education | — |
| Bachelor's or higher | 93.08353651 |
| High school enrollment | 100 |

| | |
|---|---|
| Preschool enrollment | 84.88387014 |
| Transportation | — |
| Auto Access | 17.51571924 |
| Active commuting | 86.28256127 |
| Social | — |
| 2-parent households | 77.76209419 |
| Voting | 16.91261388 |
| Neighborhood | — |
| Alcohol availability | 18.38829719 |
| Park access | 81.35506224 |
| Retail density | 67.9455922 |
| Supermarket access | 81.7400231 |
| Tree canopy | 35.96817657 |
| Housing | — |
| Homeownership | 21.429488 |
| Housing habitability | 4.18324137 |
| Low-inc homeowner severe housing cost burden | 22.61003465 |
| Low-inc renter severe housing cost burden | 67.90709611 |
| Uncrowded housing | 11.86962659 |
| Health Outcomes | — |
| Insured adults | 58.10342615 |
| Arthritis | 98.1 |
| Asthma ER Admissions | 10.8 |
| High Blood Pressure | 93.7 |
| Cancer (excluding skin) | 91.6 |
| Asthma | 95.7 |
| Coronary Heart Disease | 97.0 |

| | |
|---|---|
| Chronic Obstructive Pulmonary Disease | 97.2 |
| Diagnosed Diabetes | 95.0 |
| Life Expectancy at Birth | 80.7 |
| Cognitively Disabled | 41.3 |
| Physically  Disabled | 96.5 |
| Heart Attack ER Admissions | 79.8 |
| Mental Health Not Good | 80.9 |
| Chronic Kidney Disease | 97.1 |
| Obesity | 86.4 |
| Pedestrian Injuries | 99.9 |
| Physical Health Not Good | 93.2 |
| Stroke | 96.9 |
| Health Risk Behaviors | — |
| Binge Drinking | 21.6 |
| Current Smoker | 71.8 |
| No Leisure Time for Physical Activity | 84.4 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 76.4 |
| Elderly | 88.9 |
| English Speaking | 29.3 |
| Foreign-born | 58.8 |
| Outdoor Workers | 87.9 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 1.0 |
| Traffic Density | 91.0 |

| | |
|---|---|
| Traffic Access | 87.4 |
| Other Indices | — |
| Hardship | 14.3 |
| Other Decision Support | — |
| 2016 Voting | 21.3 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 81.0 |
| Healthy Places Index Score for Project Location (b) | 73.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | Yes |
| Project Located in a Low-Income Community (Assembly Bill 1550) | No |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Construction: Construction Phases | Schedule provided by LABOE. |
| Construction: Off-Road Equipment | Preliminary inventories populated based on project design. |

| | |
|---|---|
| Construction: Dust From Material Movement | Export during demolition and site preparation. Import for foundations. |
| Construction: Trips and VMT | Information provided by LABOE. |
| Construction: On-Road Fugitive Dust | SCAQMD Rule 403 compliance limits unpaved vehicle travel to 15 mph, with a 57% control efficiency. |
| Operations: Vehicle Data | Three daily employees assigned to office. Assumed maximum capacity as conservative estimate: 14,700 truck trips annually (approximately 59 truckloads per day x 2 one-way trips). |
| Operations: Fleet Mix | Employee trips assigned to office. Truck  trips assigned to warehouse. |
| Operations: Off-Road Equipment | On-site equipment for moving materials around site. |