CEQA Categorical Exemption

CHICK-FIL-A WASHINGTON & TELEGRAPH PROJECT

Lead Agency:

CITY OF COMMERCE
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Planning Division
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October 4, 2023

JN 189551

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Project Summary

Name: Chick-fil-A Washington & Telegraph Project

Address: The project site is located in the central portion of the City at the northwest corner of the intersection of Washington Boulevard and Telegraph Road (Assessor's Parcel Number [APN] 6336-010-908)

City/County: City of Commerce, Los Angeles County

Applicant: Chick-fil-A, Inc., 105 Progress, Suite 100, Irvine, California 92618

Project: The City of Commerce, in its capacity as Lead Agency, is considering an application to develop a 1.09-acre (47,496 square-foot) lot located on the northwestern corner of the Washington Boulevard and Telegraph Road intersection. The proposed project would involve the development of a 3,822 square-foot Chick-fil-A restaurant building with a dual drive-through lane. The project site has a Zoning designation of *C2 – Unlimited Commercial* and a General Plan land use designation of *Commercial.* The proposed project site's applicable Assessor Parcel Number is 6336-010-908. The project site is part of a larger 10-acre lot.

Conclusions: The environmental analysis provided in the attached Categorical Exemption (CE) indicates that the proposed project would not result in any significant adverse unmitigable impacts to the physical and human environment. In addition, the proposed fast-food restaurant project would not result in any new impacts beyond that considered previously for the project site. These conclusions and the supporting findings are provided in the attached Categorical Exemption. For this reason, the City of Commerce has determined that a *Categorical Exemption* is the appropriate CEQA environmental determination. The environmental analysis is provided in the attached CE. The project is also described in greater detail in the attached CE.

Signature _____ 10-4-23

City of Commerce, Planning Division **Date**

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I. INTRODUCTION

PURPOSE AND SCOPE

The City of Commerce, in its capacity as Lead Agency, is considering a proposal to develop a 1.09-acre (47,496 square-foot) lot located on the northwestern corner of the Washington Boulevard and Telegraph Road intersection. The proposed project would involve the development of a 3,822 square-foot Chick-fil-A restaurant building with a dual drive-through lane. A surface parking area consisting of 49 parking spaces would be provided and associated ornamental landscaping would be installed. The project site is part of a larger 10-acre lot.

For this project, the City of Commerce has reviewed the proposed project and has determined that it is categorically exempt and qualifies for an Infill Exemption (refer to [California Environmental Quality Act] CEQA Guidelines Section 15332). While this Categorical Exemption (CE) has been prepared with the assistance of an environmental consultant, the findings of the analysis represent the independent judgment of the City of Commerce, in its capacity as Lead Agency for the project. Questions and/or comments should be submitted to the following contact person:

Sonia Griego, Associate Planner
City of Commerce Economic Development and Planning Department, Planning Division
2535 Commerce Way
Commerce, California 90040

This environmental document and all comments received shall be a part of the Environmental Record and review of the project. The following annotated outline summarizes the format and content of this CE:

- *Section 1 - Introduction,* provides the procedural context surrounding this Categorical Exemption's preparation and insight into its composition.

- *Section 2 - Location and Existing Conditions,* provides a description of the project location and an overview of the affected area.

- *Section 3 – Project Description,* provides a description of the proposed project.

- *Section 4 – Class 32 Exemption Criteria Analysis,* identifies the applicable exemptions along with supporting justification for using this exemption.

- *Section 5 – Exceptions to Categorical Exemptions Analysis,* identifies exceptions to this exemption and provides supporting justification for why these exceptions do not apply.

CEQA EXEMPTION

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Categorical Exemption (CE) may be prepared if the City of Commerce, in its capacity as the Lead Agency, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a CE must contain the following information:

- A brief description of the project;
- The location of the project (either by street address and cross street for a project in an urbanized area or by attaching a specific map);
- A finding that the project is exempt from CEQA, including a citation to the State Guidelines section or statute under which it is found to be exempt;
- A brief statement of reasons to support the finding; and
- The applicants name.

This CE provides a description of the proposed project, indicates the applicable sections of CEQA that support the findings for the CEQA exemption, and discusses the Lead Agency's findings that are applicable to the proposed project. This CE represents the independent judgment and position of the City of Commerce, acting as the Lead Agency. An environmental assessment is provided in Appendix A, *Initial Study*, that includes an environmental analysis of CEQA topic area to support the conclusion that the proposed project would not result in any significant environmental impacts associated with the proposed project's implementation.

APPLICABLE CEQA EXEMPTION

The preparers of this document (Michael Baker International [Michael Baker]) determined that a Notice of Exemption is appropriate based on the findings contained herein. Michael Baker determined that the proposed project is categorically exempt and qualifies for a Class 32 Infill Development Project (CEQA Guidelines Section 15332).

CEQA Guidelines Section 15332 states that a Class 32 CE is allowed when:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
c) The project site has no value as habitat for endangered, rare or threatened species.
d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
e) The site can be adequately served by all required utilities and public services.

However, it is acknowledged that CEQA Guidelines Section 15300.2 lists the following exceptions to categorical exemptions:

a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

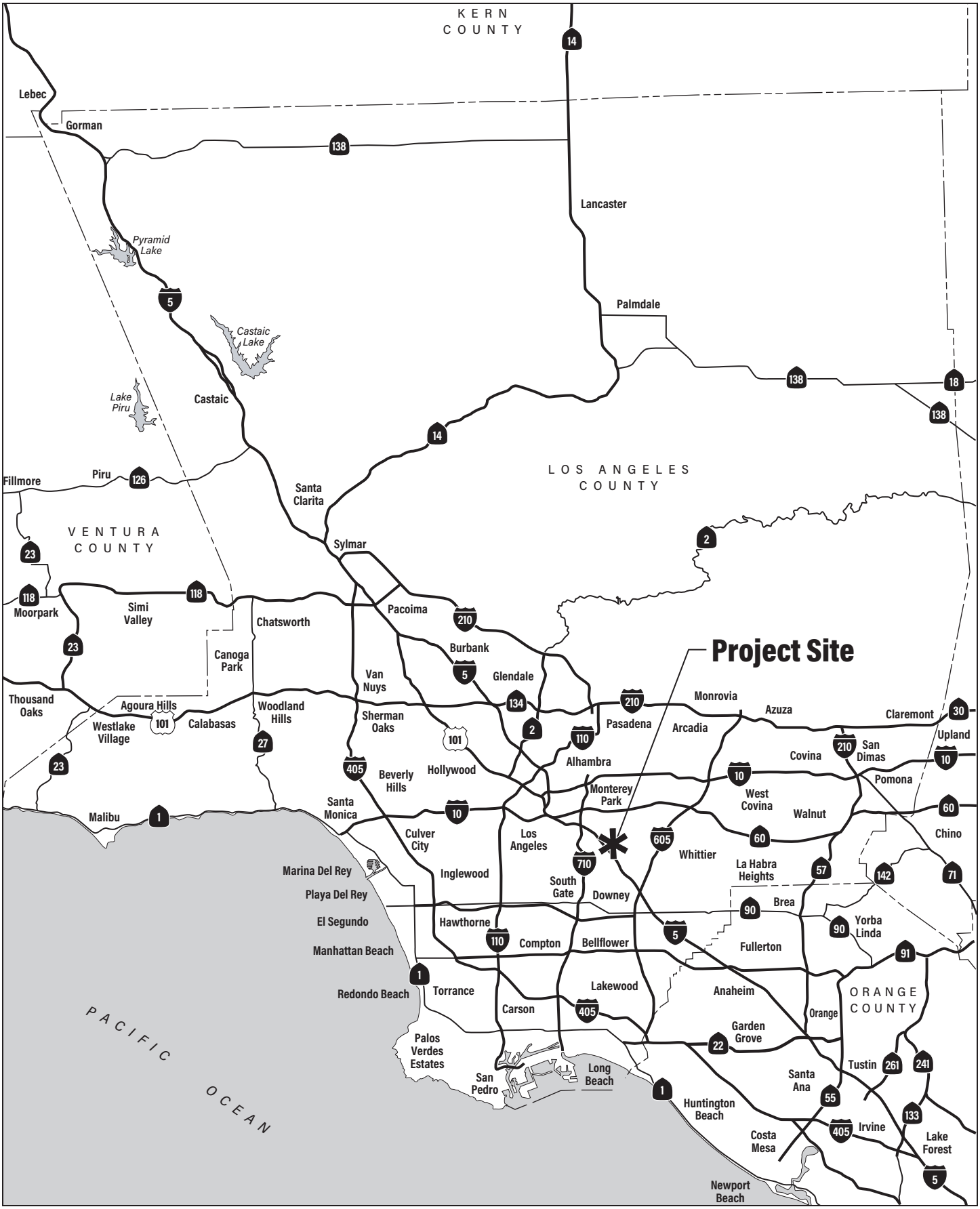
f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

II. LOCATION AND EXISTING CONDITIONS

PROJECT LOCATION

The City of Commerce (City) is regionally located in the southeastern portion of Los Angeles County, approximately six miles southeast of Downtown Los Angeles. Regional access to the City is provided via the Santa Ana Freeway (Interstate 5 [I-5]) and the Long Beach Freeway (Interstate 710 [I-710]). Local access to the site is provided via Telegraph Road and Washington Boulevard. Surrounding communities include the City of Montebello to the east; unincorporated Los Angeles County to the north; the cities of Vernon, Bell, and Maywood to the west; and the City of Bell Gardens to the south.

The Chick-fil-A Washington & Telegraph Project (project) is specifically located in the central portion of the City at the northwest corner of the intersection of Washington Boulevard and Telegraph Road (Assessor's Parcel Number [APN] 6336-010-908). The approximately 47,496 square feet or 1.09-acre lot (or project site) is situated on a larger 10-acre lot. The project site is bordered to the south by Washington Boulevard and to the west by Telegraph Road.



CHICK-FIL-A WASHINGTON & TELEGRAPH PROJECT
CATEGORICAL EXEMPTION

Regional Vicinity

Michael Baker INTERNATIONAL

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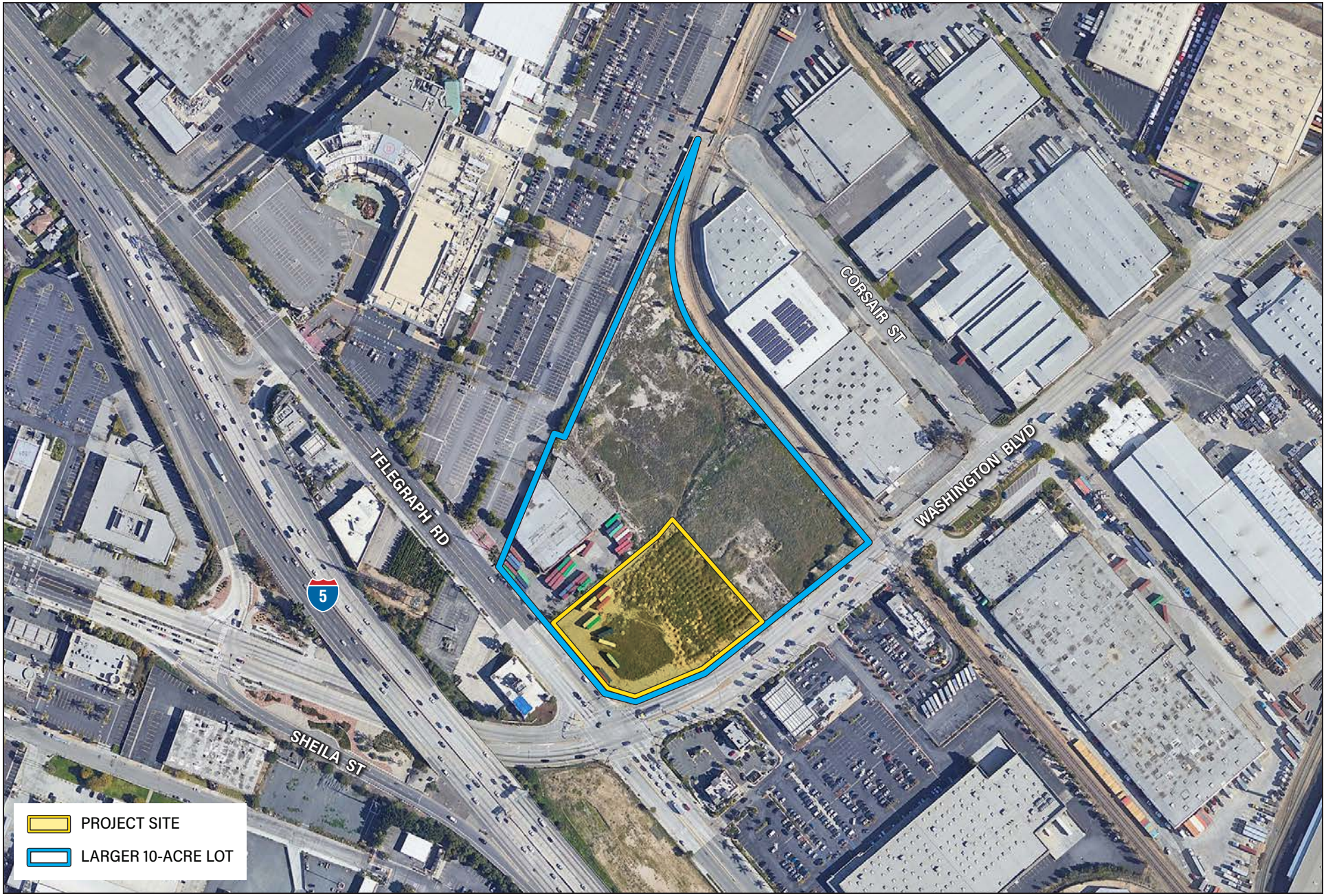
Exhibit 1



Source: Google Earth Pro, May 2022

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CHICK-FIL-A WASHINGTON & TELEGRAPH PROJECT
CATEGORICAL EXEMPTION

Site Vicinity

Exhibit 2

ENVIRONMENTAL SETTING

The project site is currently an undeveloped vacant lot. The project site is currently being used as a storage container yard. Surrounding land uses include a mixture of commercial , retail, municipal, and industrial uses. Specific uses surrounding the project site include:

- *North:* Various land uses are located to the north of the project site. These uses include vacant land (on the larger 10-acre lot), Rugs of Nations, and the Commerce Casino and Crowne Plaza Hotel. Areas further north of the project site include the Citadel Outlets.

- *East:* Vacant land is located to the east of the project site. Areas further east of the project site include industrial uses including Cotton Heritage and Pro-A Motors, Inc.

- *South:* Washington Boulevard bounds the site to the south. Areas further south of Washington Boulevard include commercial and retail uses including Farmer Boys, The Coffee Bean & Tea Leaf, and Costco.

- *West:* Telegraph Road bounds the site to the west. Areas further west of Telegraph Road include Central Basin Municipal Water District and I-5.

III. PROJECT DESCRIPTION

The project proposes constructing a new Chick-fil-A restaurant building and associated dual drive-thru lane, as well as associated surface parking.

- *Project Site:* The proposed project would be located on an approximate 47,496 square-foot (1.09-acre) lot area bordered to the south by Washington Boulevard and to the west by Telegraph Road. Per the Land Use Map and Zoning Map, the project site is designated C2 – Unlimited Commercial and zoned Commercial. The project site is currently vacant but temporarily used as a storage container yard. Additionally, the 47,496 square feet lot is part of a larger 10-acre lot.

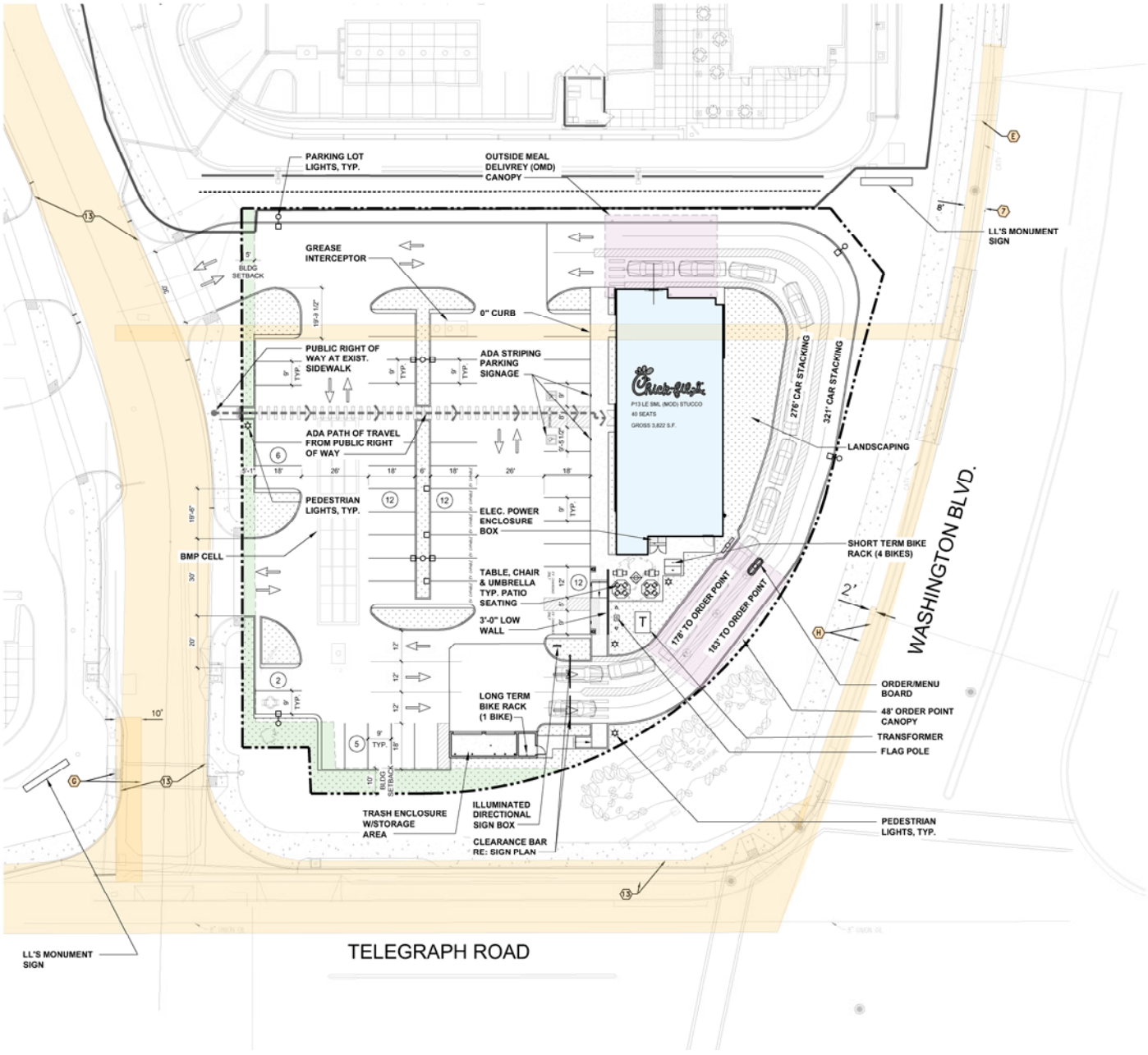
- *Proposed Building:* The new 3,822-square foot restaurant building would be located on the southeastern portion of the project site, at the northeast corner of Washington Boulevard and Telegraph Road. The restaurant would have indoor dining (40 indoor seats), kitchen area, service area, and outdoor dining areas (12 outdoor seats). The kitchen would include a freezer, cooler, stacked convention ovens, and preparation and finishing tables. The restaurant would also include office space for managerial purposes and men's and women's restrooms.

- *Dual Drive-Thru Lanes:* The new dual drive-thru would include a queuing storage for a total of 28 vehicles for both lanes. Each drive-thru lane would be 26 feet wide. Vehicles would enter at the west corner of the new building, the wrap around the south and east sides, exiting in a northern direction, on the east side of the building. An order point canopy with speaker boxes and menu boards would be placed at the ninth stacked car (for the inside drive isle) and the 11th stacked car (for the outside drive isle) from the pay window. A second canopy would be installed at the pickup window.

- *Access and Circulation:* As part of proposed future development to the east of the project site, a new roadway would be constructed north of the project site. The new road would be accessed from Telegraph Road. Vehicles would access the project site, from the new roadway to the north, via two new driveways along the northern project site boundary.

- *Parking:* The project would construct a new surface parking lot consisting of 49 parking spaces. The new surface parking lot would be situated north of the new restaurant building.

- *Landscaping:* Approximately 9,108 square feet of new landscaping would be installed throughout the project site. The project would also enhance the southwest corner of the site with landscaping and a new water feature.



Source: CRHO Architects, July 2023

Michael Baker INTERNATIONAL

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CHICK-FIL-A WASHINGTON & TELEGRAPH PROJECT
CATEGORICAL EXEMPTION

Conceptual Site Plan

Exhibit 3

IV. CLASS 32 EXEMPTION CRITERIA ANALYSIS

As discussed in Section I, *Introduction*, this section evaluates the project's consistency with the requirements for a Class 32 CE pursuant to CEQA Guidelines Sections 15332.

CRITERION (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

GENERAL PLAN CONSISTENCY

The proposed project would be consistent with applicable General Plan designation and all applicable General Plan policies, as well as applicable zoning designation and regulations, as supported by Appendix A, *Initial Study*, Section 4.11, *Land Use and Planning*.

MUNICIPAL CODE CONSISTENCY

Permitted Uses

The project site is designated C2 – Unlimited Commercial and zoned Commercial. Pursuant to Municipal Code Section 19.09.020, *Use regulations*, the C-2 zone permits commercial uses, including, but not limited to, antique shops, candy stores, book stores, drug stores, restaurants, toy stores, photography studios, etc. Therefore, the proposed Chick-fil-A restaurant is a permitted use in accordance with the C-2 zoning, as supported by Appendix A, Section 4.11.

As such, the project would be consistent with applicable General Plan policies and Municipal Code requirements. Thus, the project would meet Criterion (a) requirements.

CRITERION (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is approximately 1.09 acres, or 47,496 square feet. The site is also located at the northeast corner of Washington Boulevard and Telegraph Road and is surrounded by commercial and residential development on all sides within a built out and urbanized area of Commerce. As such, the project would meet Criterion (b) requirements.

CRITERION (c) *The project site has no value as habitat for endangered, rare or threatened species.*

As stated, the project site is in an urbanized area of Commerce and is surrounded by commercial uses. The project site is currently an undeveloped vacant lot with limited vegetation. No vegetation exists within the project site or surrounding areas that could provide habitat for endangered, rare, or threatened species. Thus, the proposed project would meet Criterion (c) requirements, as supported by Appendix A, Section 4.4, *Biological Resources*.

CRITERION (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

Project-generated vehicle trips would not significantly contribute to the quantity of vehicles that travel daily on the surrounding arterial roadways, including Washington Boulevard and Telegraph Road. The approximate 47,496 square feet lot project site is situated on a larger 10-acre lot and would utilize its own internal driveway entries. Additionally, the proposed project would provide car stacking capacity for up to 28 vehicles for both drive-thru lanes. As such, vehicle queuing would remain on-site and would not disrupt traffic on the surrounding arterial roadways.

The project is anticipated to generate 1,787 daily trips, 170 a.m. Peak Hour trips, and 126 p.m. Peak Hour trips. As such, the proposed project would not add a significant amount of vehicles to the road nor would it significantly alter the intensity of any of the nearby roadway intersections.

Per the *Los Angeles County Public Works Transportation Impact Analysis Guidelines* (County Guidelines), land uses that meet one or more of the County's screening thresholds (Screening Criteria 3.1.2.1 to 3.1.2.4) are assumed to result in a less than significant transportation impact under CEQA and do not require a detailed quantitative vehicle miles traveled (VMT) assessment; refer to Appendix A, Section 4.17, *Transportation.* The proposed project would function as a local-serving use that would shorten and/or reduce VMT trips. As such, the proposed project would meet one of the screening criteria (Screening Criteria 3.1.2.2; Retail Project Site Plan Screening Criteria) for land use projects. Impacts in this regard would be less than significant.

The project site is located in a commercial zoned area and would involve fast-food uses. Additionally, the nearest sensitive receptor to the project site is a single-family residence located approximately 0.28-mile to the northwest of the project site. Therefore, the proposed project would not generate excessive noise that could affect sensitive receptors in the project's vicinity, as supported by Appendix A, Section 4.13, *Noise.* It is acknowledged that the proposed project would comply with all applicable air quality and water quality regulations, as supported by Appendix A, Section 4.3, *Air Quality*, and Section 4.10, *Hydrology and Water Quality.* Thus, the proposed project would meet Criterion (d) requirements.

CRITERION (e) *The site can be adequately served by all required utilities and public services.*

The proposed project would construct a new 3,822-square foot restaurant building on an undeveloped vacant lot. Thus, the proposed project would increase demand for public services and utilities; however, the increase in demand would be adequately accommodated by existing services and infrastructure, as supported by Appendix A, Section 4.15, *Public Services*, and Section 4.19, *Utilities and Service Systems*. Further, the existing building is already served and connected to the City's utilities and public services and the project is consistent with the site's existing land use designation and zoning. Thus, payment of standard utilities connection fees and ongoing user fees would offset the project's impacts on existing water, sewer, stormwater, dry utilities, and solid waste collection services.

The proposed project is also consistent with land uses in the area and would not require the expansion of the Los Angeles County Sheriff's Department and Los Angeles County Fire Department service

area or increase calls for service. Although the proposed project would result in nominal indirect population growth (from potential project-generated employees moving into the City), the proposed commercial uses would not induce substantial unplanned population growth beyond that anticipated by the Southern California Association of Governments. Thus, the project would not substantially increase demand for police and fire protection services. Overall, the site would be adequately served by all required utilities and public services and the project would meet Criterion (e) requirements.

V. EXCEPTIONS TO CATEGORICAL EXEMPTIONS ANALYSIS

CRITERION (a) **LOCATION** *State CEQA Guidelines Sections 15300.2 states that categorical exemption "Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies."*

The project is proposing a categorical exemption under Class 32. Therefore, Exception Criterion (a) would not apply to the project.

CRITERION (b) **CUMULATIVE IMPACT** *State CEQA Guidelines Sections 15300.2 states that all categorical exemptions "are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant."*

The project proposes constructing a new 3,822-square foot restaurant building. No successive projects of the same type in the same place would occur over time. Although the property adjoining the project site to the west is proposed for future restaurant uses, this development is anticipated to occur prior to construction of the proposed project, and is also consistent with the General Plan designation and zoning for the site. As such, this cumulative project would be reasonably planned future development in accordance with the General Plan. The project is consistent with applicable General Plan land use policies and, with approval of a Conditional Use Permit to accommodate the proposed drive-through and commercial corner, along with Site Plan Review for potentially increased traffic, is permitted under the City's Zoning Code. The project is not anticipated to result in significant environmental impacts, and as such, would not result in potentially cumulatively considerable significant effects. Exception Criterion (b) would not apply to the project.

CRITERION (c) **SIGNIFICANT EFFECT** *State CEQA Guidelines Sections 15300.2 states that a categorical exemption "shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances."*

The project would not result in any significant effects on the environment due to unusual circumstances. The site is not located within a sensitive resource area and no site-specific

environmental constraints, such as biological resources, geology and soils, and hazards and hazardous material exist on-site; refer to Exception Criterion (f) for a discussion regarding historical resources. The project is a permitted use under the site's Commercial designation and would meet all development standards under the C-2 zoning district with approval of a Conditional Use Permit to accommodate a drive-through and commercial corner along with Site Plan Review for potentially increased traffic. Therefore, Exception Criterion (c) would not apply to the project.

CRITERION (d) SCENIC HIGHWAYS *State CEQA Guidelines Sections 15300.2 states that a categorical exemption "shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR."*

There are no scenic highways in the vicinity of the project site. As such, the proposed project would have no impact on scenic resources within an eligible State scenic highway and Exception Criterion (d) would not apply.

CRITERION (e) HAZARDOUS WASTE SITES *State CEQA Guidelines Sections 15300.2 states that a categorical exemption "shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code."*

Government Code Section 65962.5 requires the Department of Toxic Substance Control and State Water Resources Control Board to compile and update a regulatory sites listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations (CCR), to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not currently listed pursuant to Government Code Section 65962.5 (Cortese List). Therefore, Exception Criterion (e) would not apply to the project.

CRITERION (f) HISTORICAL RESOURCES *State CEQA Guidelines Sections 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource."*

There are no historical resources located on the project site. As such, the proposed project would not result in a substantial adverse change in the significance of a historic resource and Exception Criterion (f) would not apply to the project.

VI. CONCLUSION

Based on this analysis, the proposed Chick-fil-A Washington & Telegraph Project meets all criteria for a Class 32 CE pursuant to CEQA Guidelines Section 15332. Further, none of the exceptions, listed pursuant to CEQA Guidelines Section 15300.2, apply to the proposed project.

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APPENDICES

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APPENDIX A
Initial Study

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1.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.

1.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				✓
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

a) Have a substantial adverse effect on a scenic vista?

No Impact. There are no City-designated scenic resources in Commerce. Surrounding dominant scenic views include the San Gabriel Mountains; Montebello Hills; Puente Hills; Los Angeles River, and Rio Hondo River. The nearest dominant scenic view, the Los Angeles River, is located approximately four miles to the west. Views from the San Gabriel Mountains would not be obstructed, as the proposed restaurant would have a maximum building height of 22 feet, 9 inches, pursuant to Commerce Municipal Code (Municipal Code) Section 19.09.030, *Development standards* (which allows for a maximum building height of 50 feet). No impact would result in this regard.

Mitigation Measures: No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no officially-designated State scenic highways in Commerce. The closest Officially Designated State Scenic Highway is State Route 2, located approximately 16 miles to the north near the entrance to the Angeles National Forest. The nearest eligible State scenic highway (not officially designated) is a segment of Interstate 210, located approximately 10 miles to the north in the City of Pasadena.[1] As such, project implementation would not damage any scenic resource (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a State scenic highway. No impacts would result in this regard.

[1] California Department of Transportation, *California Scenic Highway Mapping System*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa/, accessed May 12, 2022.

Mitigation Measures: No mitigation is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The City is highly urbanized and built out with a variety of land uses, including low-density, medium-density and high-density residential, transit-oriented and mixed-use developments, commercial corridors, industrial areas and educational uses. The project site is currently an undeveloped vacant lot. The project site is currently being used as a storage container yard. The proposed restaurant would be a stand-alone, one-story building with a maximum height of 22 feet, 9 inches and would be designed with various architectural elements, including awnings and illuminated identification signage. The building would be constructed of stucco materials, decorative awnings, coping, trellis, and wall caps.

For the purpose of this analysis, the project site and surrounding area are considered an urbanized area and, as such, consideration of the project's consistency with applicable zoning and other regulations governing scenic quality apply. Municipal Code Title 19, *Zoning*, includes site development standards that aid in governing scenic quality. Specifically, the project site is designated C2 – Unlimited Commercial and zoned Commercial. It is acknowledged that the proposed project would be in conformance with applicable zoning and land use designations and all applicable regulations, including those pertaining to maximum building heights and signage. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. There are two primary sources of light: light emanating from building interiors that pass through windows and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Depending upon the location of the light source and its proximity to adjacent light sensitive uses, light introduction can be a nuisance, affecting adjacent areas and diminishing the view of the clear night sky.

The project would be required to comply with Municipal Code Section 19.19.130, *Light and glare*, which establishes lighting and glare standards for proposed development. All lighting would be directed and shielded in a downward direction to avoid excessive lighting onto adjacent properties, public rights-of-way, and nearby roadways. The nearest sensitive receptors include the Crowne Plaza Hotel approximately 0.19 miles to the north of the project site and single-family residences approximately 0.26 miles to the west of the project site.[2] As such, there are not sensitive receptors in the vicinity of the project that would be adversely affected by light and glare. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

[2] Google Earth Pro, 2021.

1.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The City is urbanized and predominantly built out. Based on the California Department of Conservation *Important Farmland In California 2016 Map*, there are no areas within the City designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[1] The City and surrounding areas are designated urban and built-up lands. As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

[1] California Department of Conservation Farmland Mapping and Monitoring Program, *California Important Farmland Finder,* https://maps.conservation.ca.gov/dlrp/ciff/, accessed May 13, 2022.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. According to the *City of Commerce Zoning Map*, there are no areas within the City zoned for agricultural use.[2] Additionally, there are no lands within Commerce under a Williamson Act contract.[3] Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. Refer to Responses 1.2(a) and 1.2(b). No zoning for forest land or timberland exists within the project site, and no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Responses 1.2(b) and 1.2(c). No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As stated above in Responses 1.2(a) through 1.2(c), the City is urbanized and void of any agricultural or forest resources. Thus, there is no potential for the conversion of farmland or forest resources and no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

[2] City of Commerce, *City of Commerce Zoning Map*, https://www.ci.commerce.ca.us/home/showpublisheddocument/1559/637259313933900000, accessed May 13, 2022.
[3] California Department of Conservation Division of Land Resource Protection, *Los Angeles County Williamson Act FY 2015/2016*, 2016.

1.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 non-attainment under an applicable Federal or State ambient air quality standard?			✓	
c. Expose sensitive receptors to substantial pollutant concentrations?			✓	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

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

Less Than Significant Impact. The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). On December 2, 2022, the SCAQMD Governing Board adopted the *2022 Air Quality Management Plan* (2022 AQMP). The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the 2022 AQMP utilized information and data from Southern California Association of Governments (SCAG) and its *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), which is a long-range regional transportation plan that includes sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the SCAQMD's AQMPs. According to the SCAQMD's *CEQA Air Quality Handbook*, projects must be analysed for consistency with two main criteria, as discussed below.

Criteria for determining consistency with the AQMP include Criterion 1, which pertains to project pollutant emissions and their potential to contributing to air quality violations and delay of attainment; and Criterion 2, which focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. With respect to Criterion 1, the proposed project would result in emissions that are below the SCAQMD thresholds; refer to Impact 1.3(b) and Impact 1.3(c), below. Therefore, the project would not have cause or affect a violation of the ambient air quality standards or an increase in the frequency or severity of existing air quality violations. With respect to Criterion 2, the project would be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2022 AQMP (i.e., the 2020-2045 RTP/SCS). The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the City of Commerce. The proposed drive-thru restaurant would be consistent with applicable general plan designation (C2 – Unlimited Commercial) and all applicable general plan policies, as well as with applicable zoning designation (Commercial) and regulations. Moreover, the proposed drive-thru restaurant would not result in direct population growth (as would a residential project), and any potential indirect population increase associated with employment during project operation would be nominal compares to the City's existing 2022 population of 12,140 persons[1] or projected 2040 population of 13,800 persons by SCAG.[2] Given the nominal population increase generated by the project, the proposed project would be consistent with the types, intensity, and patterns of land use envisioned for the site in the 2020-2045 RTP/SCS. As the SCAQMD has incorporated similar population projections

[1] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2021-2022, with 2020 Benchmark*, January 1, 2022, http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed June 8, 2022.
[2] Southern California Association of Governments, *Connect SoCal, Technical Report, Demographics and Growth Forecast*, September 3, 2020.

into the 2022 AQMP, it can be concluded that the proposed project would be consistent with the population projections included in the 2022 AQMP. Further, the project is an infill redevelopment project, located on a site of no more than five acres substantially surrounded by urban uses. The one-mile radius around the project site comprised of mostly employee-based industrial and commercial industrial uses with minimal vacant land. Some residential and commercial uses also exist in the area. With the density and mix of uses in the area and the local serving nature of the proposed drive-thru restaurant use, there is a high level of opportunity for restaurant customers in proximity to the site, which may result in shorter trips to access a fast-food restaurant. Additionally, the project site is located at the corner of a Major Arterial (Telegraph Road) and a Local Roadway (Washington Boulevard), within 0.05-mile to a transit station, and would provide bicycle parking as well as electric vehicle charging stations that would help the region meet its regional VMT and GHG reduction goals, as required by the State, and therefore reduce criteria pollutant emissions. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet federal and State air quality standards. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP.

Mitigation Measures: No mitigation is required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Less Than Significant Impact. Fugitive dust emissions (e.g., coarse particulate matter [PM_{10},] and fine particulate matter [$PM_{2.5}$]), associated with construction activities such as land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways, may have a substantial, temporary impact on local air quality. Exhaust emissions (e.g., nitrogen oxides [NO_X] and carbon monoxide [CO]) from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the project site. In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates reactive organic gases (ROG) emissions, which are ozone (O_3) precursors. It should be noted that SCAQMD uses the terms volatile organic compounds (VOC) and ROG interchangeably. ROG is not considered a criteria pollutant; however, it is a precursor to O_3, which is a criteria pollutant. Due to the role ROG plays in O_3 formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. SO_2 is formed primarily by the combustion of sulfur-containing fossil fuels and is often used interchangeably with SO_X.

The project involves construction activities associated with grading, building construction, and architectural coating applications. Grading activities would include less than 50 cubic yards of soil import as well as less than 50 cubic yards of soil export. Emissions are estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1 program; refer to Appendix B, *Air Quality/GHG/Energy Data*, for detailed model input/output data.

Table 1.3-1, *Short-Term Construction Emissions*, presents the anticipated daily short-term construction emissions. Emitted pollutants would include ROG/VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Project construction would comply with SCAQMD Rule 403, which would greatly reduce coarse particulate matter (PM_{10}) and $PM_{2.5}$ concentrations generated during construction; and SCAQMD Rule 1113, which provides specifications on painting practices as well as regulates the ROG content of paint. As shown in Table 1.3-1, the higher construction emissions during summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Table 1.3-1
Short-Term Construction Emissions

Emissions Source	Maximum Daily Emissions (pounds/day)[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Related Emissions[2]						
Year 1 (2023)	1.83	17.60	17.00	0.02	2.82	1.69
Year 2 (2024)	1.14	9.47	10.20	0.02	0.40	0.35
Maximum Daily Emissions	**1.83**	**17.60**	**17.00**	**0.02**	**2.82**	**1.69**
SCAQMD Thresholds[3]	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, version 2022.1. Higher construction emissions during summer and winter are presented in the table.
2. Modeling assumptions include compliance with SCAQMD Rule 403 which requires: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
3. South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, revised April 2019.

Source: Refer to Appendix B, *Air Quality/GHG/Energy Data*, for detailed model input/output data.

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. According to the *Chick-fil-A Washington & Telegraph Project VMT Screening Evaluation* prepared by Michael Baker International (dated July 18, 2023) (included as Appendix C, *Trip Generation and VMT Memorandum*), the project would generate approximately 1,787 average weekday daily trips. Project emissions were conservatively estimated based on default trip generation data for the land use "Fast Food Restaurant with Drive Thru Window".

Area source emissions would be generated due to an increased demand for natural gas associated with a project. The primary use of natural gas-producing area source emissions by the project would be for the use of natural-gas-fired appliances, landscape maintenance equipment, consumer products, and architectural coatings. It should be noted that the project does not propose the use of char broilers. However, should char broilers be deemed necessary, the project would be required to comply with emission control requirements per SCAQMD Rule 1138.

Energy source emissions would be generated as a result of electricity and natural gas usage. The primary use of electricity and natural gas would be for operation of cooking appliances, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. It should be noted that the proposed project would comply with the most current version of the California Building Code, California Green Building Standards Code, and Title 24 standards designed to reduce wasteful and unnecessary energy consumption in buildings.

Table 1.3-2, *Long-Term Operational Emissions*, presents the anticipated daily emissions during project operation. As shown in Table 1.3-2, the total operational emissions for both summer and winter would not exceed established SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Therefore, impacts in this regard would be less than significant.

Table 1.3-2
Long-Term Operational Emissions

Emissions Source	Maximum Daily Emissions (lbs/day)[1, 2]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project Summer Emissions						
Mobile	6.40	4.93	54.90	0.12	10.70	2.77
Area	0.12	< 0.005	0.17	< 0.005	< 0.005	< 0.005
Energy[3]	0.01	0.12	0.10	< 0.005	0.01	0.01
Total Emissions	**6.52**	**5.04**	**55.10**	**0.12**	**10.70**	**2.78**
SCAQMD Regional Threshold[4]	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Proposed Project Winter Emissions						
Mobile	6.30	5.40	50.60	0.12	10.70	2.77
Area	0.09	0.00	0.00	0.00	0.00	0.00
Energy[3]	0.01	0.12	0.10	< 0.005	0.01	0.01
Total Emissions	**6.40**	**5.52**	**50.70**	**0.12**	**10.70**	**2.78**
SCAQMD Regional Threshold[4]	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, version 2022.1.
2. The numbers may be slightly off due to rounding.
3. Energy efficient design features in compliance with the most recent Title 24 standards would be incorporated. To provide a conservative analysis, specific energy efficient project design features were not accounted for in CalEEMod.
4. South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, revised April 2019.

Source: Refer to Appendix B, *Air Quality/GHG/Energy Data*, for detailed model input/output data.

In regard to cumulative air quality impacts to the project area, if emissions exceed the thresholds shown in Tables 1.3-1 and 1.3-2 for nonattainment pollutants (O_3, with O_3 precursors NO_x and ROG, PM_{10}, and $PM_{2.5}$), the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality. However, as shown in Tables 1.3-1 and 1.3-2, project emissions would not exceed the significance thresholds and therefore would not result in a cumulatively significant increase of any nonattainment criteria pollutant. As such, cumulative air quality impacts would be less than significant.

Mitigation Measures: No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. For the purpose of this analysis, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Land uses that may be considered sensitive receptors include residences, short-term lodging, schools, hospitals, nursing homes and churches, among others. The nearest sensitive receptors include Commerce Casino (with hotel) located at 6131 Telegraph Road approximately 0.18-mile (approximately 290 meters) to the northwest of the project site, with other uses located in between. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operation impacts (stationary sources only).[3] The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level projects. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10} for 41 different Source Receptor Areas (SRA) throughout the Basin. The project site is located within SRA 5, Southeast Los Angeles County. For the purpose of the LST analysis,

[3] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, June 2003, revised 2008.

the LST screening thresholds were based on project location (SRA 5), the anticipated daily acreage disturbance for construction (approximately one-acre; therefore, the one-acre threshold was used), and distance to the nearest sensitive receptors (approximately 290 meters; therefore, the lower 200-meter threshold was used). Table 1.3-3, *Localized Short-Term Construction Emissions*, shows the localized construction-related emissions. It is noted that the localized emissions presented in Table 1.3-3 are less than those in Table 1.3-1 as localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As seen in Table 1.3-3, project's localized construction emissions would not exceed the LST screening thresholds for SRA 5. Impacts would be less than significant in this regard.

Table 1.3-3
Localized Short-Term Construction Emissions

Maximum Emissions	Maximum Daily Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions[1,2]	**17.5**	**16.3**	**2.67**	**1.66**
Localized Significance Threshold Mass Rate Screening Criteria[3]	*123*	*2,104*	*66*	*19*
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Note:
1. Maximum on-site daily emissions occur in year 1 (2023) during the grading phase for all four pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$,.
2. Modeling assumptions include compliance with SCAQMD Rule 403 which requires the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
3. The Localized Significance Threshold Mass Rate Screening Criteria was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on project location (SRA 5), the anticipated daily acreage disturbance for construction (approximately one-acre; therefore, the one-acre threshold was used), and distance to the nearest sensitive receptors (approximately 290 meters; therefore, the 200-meter threshold was used).

Source: Refer to Appendix B, *Air Quality/GHG/Energy Data*, for detailed model input/output data.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The project proposes a Chick-fil-A restaurant with drive-thru lane that would involve cars queueing and idling. To determine the emissions during queueing and idling, this analysis has been prepared to calculate emissions due to wait times associated with a Chick-fil-A drive-thru using the latest emission factors model from California Air Resources Board's Emissions Factor 2021 (EMFAC2021). As a conservative analysis, this analysis assumes a total of 1,787 vehicles idling and passing through the drive-thru lane throughout the day; refer to Appendix C. The analysis used 509.13 seconds as the average customer idling time in the drive-thru lane, as estimated typical for a Chick-fil-A restaurant.[4] This analysis calculates the emissions for NOx, CO, $PM_{2.5}$, and PM_{10}. In the idling mode, it is assumed that vehicle engine and emission control systems are warmed up, therefore the "stabilized running" emission factor and "idling" emission factor are used. As such, the analysis assumes 1,787 vehicles each idling for 509.13 seconds and running for 597 feet (0.11) mile; the length of drive-thru lane). Table 1.3-4, *Localized Long-Term Operation Emissions*, shows the localized operation-related emissions. As demonstrated in Table 1.3-4, operational LST impacts would be less than significant in this regard.

[4] Intouch Insight, *22nd Drive-Thru Study*, page 15, 2022.

Table 1.3-4
Localized Long-Term Operation Emissions

Maximum Emissions	Maximum Daily Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**0.77**	**2.51**	**0.03**	**0.03**
Localized Significance Threshold Mass Rate Screening Criteria[1]	*123*	*2,104*	*16*	*5*
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Note:
1. The Localized Significance Threshold Mass Rate Screening Criteria was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on project location (SRA 5), the anticipated daily acreage disturbance for operation (approximately one-acre; therefore, the one-acre threshold was used), and distance to the nearest sensitive receptors (approximately 290 meters; therefore, the 200-meter threshold was used).

Source: Refer to Appendix B, *Air Quality/GHG/Energy Data*, for detailed model input/output data.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. According to the SCAQMD's *CEQA Air Quality Handbook*[5], land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any of these uses or odor sources. However, certain odors may emanate from construction operations if diesel-powered construction equipment during the construction period for the project. These odors would be limited to the construction period and would disperse quickly; therefore, these odors would not be considered a significant impact.

Due to the nature of the project (restaurant), there is the potential for uses within the immediate area to experience odors associated with restaurant operations. Should unexpected odors occur during operations, restaurants may need to comply with emission control requirements per SCAQMD Rule 1138. On-site trash receptacles would have the potential to create adverse odors; however, trash receptacles would be located and maintained in a manner that would promote odor control to reduce potential odor impacts and would be removed from the site at least once per week. Upon compliance with all applicable regulations and based on the scale of the project and distance from sensitive receptors, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

[5] South Coast Air Quality Management District, *CEQA Air Quality Handbook*, revised November 1993.

1.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site is an undeveloped vacant lot with limited vegetation and is currently being used as a storage container yard. Based on the project site and surrounding area's disturbed condition, project construction would not adversely impact candidate, sensitive, or special status biological resources. Further, no listed or sensitive habitat that could support such species are present on-site. Based on the site's urban condition, no endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society have the potential to occur on-site. As such, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Riparian habitats are those occurring along the banks of rivers, streams, lakes, and other surface water bodies. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

There are no riparian habitats within, nor in the immediate vicinity of, the project site. As stated under Response 1.4(a), the project site contains limited vegetation and has been heavily disturbed as it is currently being utilized as a storage container yard. No existing riparian habitat or other sensitive natural community is located on-site. No impact would result in this regard.

Mitigation Measures: No mitigation is required.

c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Refer to Response 1.4(b). No wetland features are located on-site.[1] The project site is not located near any marsh, vernal pool, or coastal wetlands, and no hydrology, soils, or vegetation occur on-site that could constitute or support wetlands. Thus, project implementation would not impact State or Federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Therefore, there would be no impact in this regard.

Mitigation Measures: No mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The project site is surrounded by development and lacks suitable wildlife habitat. Further, the project site is currently being used as a storage container yard. As such, no proposed development or structures would have the potential to affect native resident or migratory fish or wildlife species, interfere with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery site. Therefore, there would be no impact in this regard.

Mitigation Measures: No mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Municipal Code Chapter 12.06, *City Trees*, prohibits the removal and cause to be removed of any tree located within City limits. No trees are located on-site. It is acknowledged that one street tree is located along the southern frontage of the project site; however, the project would not remove this street tree. As such, the project would not conflict with any local policies or ordinances protecting biological resources, including a tree preservation policy or ordinance. No impacts would result in this regard.

Mitigation Measures: No mitigation is required.

[1] U.S. Fish and Wildlife Service, *National Wetlands Inventory*, https://www.fws.gov/wetlands/data/Mapper.html, accessed May 13, 2022.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. According to the U.S. Fish and Wildlife Service's *California Natural Community Conservation Plans Map,* the City is not located within a Natural Community Conservation Plan or a Habitat Conservation Plan.[2] As such, there would be no impact in this regard.

Mitigation Measures: No mitigation is required.

[2] California Department of Fish and Wildlife Service, *California Natural Community Conservation Plans*, April 2019. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed May 13, 2022.

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1.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c. Disturb any human remains, including those interred outside of dedicated cemeteries?			✓	

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. According to the General Plan Resource Management Element, the City has two historic properties listed in the California Register of Historical Resources (CRHR). CRHR-listed properties include the Uniroyal Tire Plant and the Pillsbury Mill. The City also has a designated commemorative plaque at the site of Vail Landing Field. The project site is currently an undeveloped vacant lot and does not contain any buildings or structures on-site. As such, project implementation would not impact a Federal, State, or locally designated historic resource and no impact would occur.

Mitigation Measures: No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. The General Plan Resource Management Element states that the earliest known occupants of the present-day Commerce area were part of the Gabrielino tribe, which occupied nearly the entire Los Angeles basin and coastline comprising the present-day counties of Los Angeles and Orange. Three villages were located in the vicinity of Commerce; Apachianga; Isantcangna; and Tsungna. These villages likely gathered and concentrated along the Los Angeles and Rio Hondo River channels. Given the presence of Native American tribes in the Commerce area long before Spanish settlement occurred in 1542, there is potential for archaeological resources to be present within the City. While unlikely, there is a possibility that unknown resources could be uncovered during site disturbance activities. As such, in the event that previously unidentified cultural (archaeological) resources are encountered during grading activities, the project would be required to comply with California Public Resources Code Section 21083.2. Should potential resources be encountered during excavation, work in the immediate area of the find must be halted until an archaeologist evaluates the find and determines appropriate subsequent procedures in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2. With compliance with State regulations, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: No mitigation is required.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. The Mount Olive Cemetery, Russian Molokian Cemetery, Mount Carmel Cemetery and Park Lawn Cemetery are located within Commerce. Due to the built-out nature of the City, it is not anticipated that human remains, including those interred outside of dedicated cemeteries, would be encountered during development. Further, the nearest cemetery, Russian Molokian Cemetery, is located over one-mile from the project site.

Nevertheless, if human remains are found, however, those remains would require proper treatment, in accordance with applicable laws. State of California Health and Safety Code Sections 7050.5 through 7055 describe the general provisions for human remains. Following compliance with the aforementioned regulations, impacts related to the disturbance of human remains are less than significant.

Mitigation Measures: No mitigation is required.

1.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✓	

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development and for project construction. The most recent version of the California Emissions Estimator Model (CalEEMod), version 2022.1, was used to estimate electricity/natural gas usage; refer to Appendix B, *Air Quality/GHG/Energy Data*. The project's estimated electricity/natural gas consumption is based primarily on CalEEMod's default settings for Los Angeles County, and consumption factors provided by Southern California Edison (the electricity provider for the City and the project site). The estimated construction fuel consumption is based on the project's construction equipment list timing/phasing, and hours of duration for construction equipment. The amount of operational fuel consumption was estimated using the California Air Resources Board's Emissions Factor 2021 (EMFAC2021) computer program which provides projections for typical annual fuel usage in the County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod.

The project's estimated energy consumption is summarized in Table 1.6-1, *Energy Consumption*. As shown in Table 1.6-1, the project's electricity usage would constitute an approximate 0.0002 percent increase over Los Angeles County's typical annual electricity and an approximate 0.0002 percent increase over Los Angeles County's typical annual natural gas consumption; and the project's construction off-road (equipment) and on-road (automotive) fuel consumption would increase Los Angeles County's consumption by 0.0203 percent and less than 0.0001 percent, respectively. Further, the project's operational on-road (automotive) fuel consumption would increase Los Angeles County's consumption by 0.0049 percent. The project site is currently an undeveloped vacant lot. The proposed project would involve the construction and operation of a new Chick-fil-A restaurant building and associated dual drive-thru lane. The primary use of electricity and natural gas by the project would be for operation of cooking appliances, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. It should be noted that the proposed project would comply with the most current version of the California Building Code, California Green Building Standards Code, and Title 24 standards designed to reduce wasteful and unnecessary energy consumption in buildings. As a fast-food restaurant, the project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. As the project would result in nominal increase in energy consumption and would be required to comply with all applicable regulations, it could be inferred that the project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Less than significant impacts would occur in this regard.

Table 1.6-1
Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Los Angeles County Annual Energy Consumption[2]	Percentage Increase Countywide
Electricity Consumption (MWh)	149	65,374,721	0.0002%
Natural Gas Consumption (therms)	4,401	2,880,994,891	0.0002%
Fuel Consumption (gallons)			
• Construction Off-Road Fuel Consumption[3]	8,307	40,835,655	0.0203%
• Construction Automotive Fuel Consumption[3]	534	4,530,411,359	<0.0001%
• Operational Automotive Fuel Consumption[3]	218,547	4,448,480,145	0.0049%

Notes:
1. As modeled in CalEEMod version 2022.1.
2. The project's increases in electricity and natural gas consumptions are compared to the total consumption in Los Angeles County in 2021. The project increases in automotive fuel consumption are compared with the projected Countywide fuel consumption in 2023 for construction, and 2024 for operation.
   Electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed July 19, 2023.
   Natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed July 19, 2023.
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2021 model.

Source: Refer to Appendix B, *Air Quality/GHG/Energy Data*, for assumptions used in this analysis.

Mitigation Measures: No mitigation is required.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The City does not have an adopted renewable energy or energy efficiency plan. State and regional plans for renewable energy and energy efficiency include the California Energy Commission's *Integrated Energy Policy Report* (IEPR), California Public Utilities Commission's *Energy Efficiency Strategic Plan* (CPUC Strategic Plan), Title 24 standards, and CALGreen standards. The project would be required to comply with the most recent California Building Code, California Green Building Standards Code, and Title 24 standards and incorporates all applicable energy efficiency measures. Energy efficiency measures typical for residential projects include installation of energy efficient windows, insulation, lighting, ventilation systems, and water efficient fixtures, conservation of roof areas for future installation of solar panels, as well as provision of bicycle parking and electric vehicles charging infrastructure, among others. Compliance with California Building Code, California Green Building Standards Code, and Title 24 standards would also be consistent with the CPUC Strategic Plan strategies and the IEPR building energy efficiency recommendations, which would ensure project conformance with the State's energy reduction goals. As such, the proposed project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

Mitigation Measures: No mitigation is required.

1.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?				✓
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Southern California, including the project area, is subject to the effects of seismic activity due to active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone.[1]

According to the California Department of Conservation's *California Earthquake Hazards Zone Application*, the project site is not located within an Alquist-Priolo Earthquake Fault Zone.[2] The possibility of damage due to ground rupture is considered low since no active faults are known to cross the site, or be present in the vicinity (the closest fault is located

1 California Department of Conservation, *Alquist-Priolo Earthquake Fault Zones*, https://www.conservation.ca.gov/cgs/alquist-priolo, accessed May 25, 2022.
2 California Department of Conservation, *California Earthquake Hazards Zone Application*, https://www.conservation.ca.gov/cgs/geohazards/eq-zapp, accessed May 25, 2022.

approximately 4.8 miles away). As such, the project is not anticipated to result in the rupture of a known earthquake fault. No impact would result in this regard.

Mitigation Measures: No mitigation is required.

2) Strong seismic ground shaking?

Less Than Significant Impact. Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for residents and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires. Both primary and secondary hazards pose a threat to the community as a result of the project's proximity to active regional faults.

According to the California Department of Conservation's *California Earthquake Hazards Zone Application*, the East Montebello Fault is the closest known active fault and is located 4.8 miles from the site.[3]

The project would comply with applicable seismic-related design requirements outlined in the California Building Code (CBC) and *Minimum Design Loads and Associated Criteria for Buildings and Other Structures* Standard American Society of Civil Engineers 7-22. Adherence to these building requirements would minimize risks related to seismic ground shaking. The project, therefore, would not expose people or structures to potential adverse effects of strong seismic ground shaking. Less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

3) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic and geotechnical data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction. Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in low and very low susceptibility.

Based on the California Department of Conservation's *California Earthquake Hazards Zone Application*, the project site is not located within a zone of potential seismically-induced liquefaction.[4] As such, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

4) Landslides?

No Impact. Landslides are geologic hazards, with some moving slowly and causing damage gradually, and others moving rapidly and causing unexpected damage. Gravity is the force driving landslide movement. Factors that commonly allow the force of gravity to overcome the resistance of earth material to landslide movement include saturation by water, steepening of slopes by erosion or construction, alternate freezing or thawing, and seismic shaking.

[3] California Department of Conservation, *California Earthquake Hazards Zone Application*, https://www.conservation.ca.gov/cgs/geohazards/eq-zapp, accessed May 25, 2022.
[4] Ibid.

According to the California Department of Conservation's *California Earthquake Hazards Zone Application*, the project site does not lie within a designated State Seismic Hazard Zone for Landslides.[5] The nearest State Seismic Hazard Zone for Landslides is located approximately 0.8 miles northeast from the project site. The project site is relatively flat and would not create substantial slopes or features that increase the landslide potential beyond existing conditions. As such, it is concluded that the proposed construction and grading for the new building would not result in geotechnical hazards such as landslides. As such, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. According to the United States Department of Agriculture's (USDA) *Web Soil Survey*, the project site is underlain by soils consisting of Urban land-Azuvina-Montebello complex, 0 to 5 percent slopes, which have a low runoff and moderate permeability.[6] It is acknowledged that Urban land-Azuvina-Montebello complex soils are predominantly located within surrounding land uses and do not contribute to substantial soil erosion or loss of topsoil. As discussed in Section 1.10, *Hydrology and Water Quality*, the project site is greater than one acre in size, and would be required to obtain a General Construction Permit under the National Pollutant Discharge Elimination System (NPDES) program as incorporated by reference in Municipal Code Chapter 19.33, *Low Impact Development*. The General Construction Permit requires the project Applicant to prepare and implement a stormwater pollution prevention plan (SWPPP), which would specify best management practices (BMPs) to be implemented during construction of the project to prevent erosion, minimize siltation impacts, and protect water quality.

Upon compliance with the NPDES and Municipal Code, as well as BMPs identified for the project, impacts concerning substantial soil erosion and loss of topsoil would be less than significant.

Mitigation Measures: No mitigation is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. The City is located within a seismically-active area. As stated in Responses 1.7(a)(3) and 1.7(a)(4), no impacts related to liquefaction and landslide hazards are anticipated occur as a result of project implementation. It is acknowledged that the project would be required to comply with the design requirements outlined in the CBC. Adherence to these building requirements would minimize risks related to unstable soils. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Refer to Response 1.7(c), above. Adherence to these building requirements would minimize risks related to expansive soils, if any. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

[5] Ibid.
[6] United States Department of Agriculture, *Web Soil Survey*, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx, accessed May 26, 2022.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. As stated in Responses 1.7(b), the project site is underlain by Urban land-Azuvina-Montebello complex soils that are comprised of human-transported material over old alluvium derived from granite. Given the project site is underlain by soils previously disturbed and is currently being used as a storage container yard; project implementation would not directly or indirectly destroy paleontological resources or unique geologic features. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

1.8 GREENHOUSE GASES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Greenhouse gases (GHGs) trap heat in the atmosphere and are emitted from both natural processes and human activities. The State of California and United States Environmental Protection Agency (USEPA) have identified six GHGs generated by human activity that are believed to be the primary contributors to man-made global warming: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). Examples of GHGs produced both by natural processes and human activity include CO_2, CH_4, and N_2O. Examples of GHGs emitted through human activities alone include fluorinated gases and SF_6.

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Similarly, the Southern California Air Quality Management District (SCAQMD), California Air Resources Board (CARB), or any other state or regional agency has not yet adopted a numerical significance threshold for assessing GHG emissions that applies to the project (commercial use). Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

Project-Related Greenhouse Gas Emissions

The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHG emissions that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. The most recent version of the California Emissions Estimator Model (CalEEMod), version 2022.1,

was used to calculate direct and indirect project-related GHG emissions; refer to Appendix B, *Air Quality/GHG/Energy Data*, for detailed model input/output data. Table 1.8-1, *Estimated Greenhouse Gas Emissions*, presents GHG emissions associated with the project.

Table 1.8-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Direct Emissions					
Construction (amortized over 30 years)[3]	3.14	<0.01	<0.01	<0.01	3.15
Mobile Source	1,053.00	0.08	0.06	1.80	1,073.00
Area Source	0.08	<0.01	<0.01	0.00	0.08
Refrigerants	0.00	0.00	0.00	0.99	0.99
Total Direct Emissions[2]	*1,056.22*	*0.08*	*0.06*	*2.79*	*1,077.22*
Indirect Emissions					
Energy	59.30	<0.01	<0.01	0.00	59.50
Water	2.44	0.04	<0.01	0.00	3.66
Solid Waste	0.98	0.10	0.00	0.00	3.44
Total Indirect Emissions[2]	*62.72*	*0.14*	<0.01	*0.00*	*66.60*
Total Project-Related Emissions[2]	***1,144 $MTCO_2e$/year***				

Notes: Carbon dioxide equivalent = CO_2e; metric tons of carbon dioxide equivalent per year = $MTCO_2e$ per year
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.
2. Totals may be slightly off due to rounding.
3. Total project construction GHG emissions equate to 94.60 $MTCO_2e$. Value shown is amortized over the lifetime of the project (assumed to be 30 years).

Refer to Appendix B, *Air Quality/GHG/Energy Data*, for detailed model input/output data.

Project-related GHG emissions would include emissions from direct and indirect sources. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources. Construction emissions are typically summed and amortized over the lifetime of a project (assumed to be 30 years), then added to the operational emissions. Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. Mobile source emissions include emissions from motor vehicles, including tailpipe and evaporative emissions. Mobile source emissions were conservatively estimated based on project trip generation data from *Chick-fil-A Washington & Telegraph Project VMT Screening Evaluation* prepared by Michael Baker International (dated July 18, 2023) (included as Appendix C, *Trip Generation and VMT Memorandum*). Indirect project-related GHG emissions include emissions from energy consumption, water demand, and solid waste generation. Energy consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity would be provided to the project site via Southern California Edison.

As shown in Table 1.8-1, the total amount of project related GHG emissions from direct and indirect sources combined, would be approximately 1,144 $MTCO_2e$ per year.

Consistency with Applicable GHG Plans, Policies, or Regulations

The City has not adopted a GHG reduction plan (i.e., a Climate Action Plan) that the project can be evaluated against at the time of this analysis. The project would be consistent with relevant plans and policies that govern climate change, such as CARB's *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) and the Southern California Association of Governments' (SCAG's) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). Specifically, the proposed drive-thru restaurant would be consistent with applicable general plan designation (C2 – Unlimited Commercial) and all applicable general plan policies, as well as with applicable zoning designation (Commercial) and regulations. Moreover, potential population increase associated with employment during project construction and operation would be nominal. Further, the project is an infill redevelopment project, located on a site of no more than five acres substantially surrounded by urban uses. The one-mile radius around the project site

comprised of mostly employee-based industrial and commercial industrial uses with minimal vacant land. Some residential and commercial uses also exist in the area. With the density and mix of uses in the area and the local serving nature of the proposed drive-thru restaurant use, there is a high level of opportunity for restaurant customers in proximity to the site, which may result in shorter trips to access a fast-food restaurant. Additionally, the project site is located at the corner of a Major Arterial (Telegraph Road) and a Local Roadway (Washington Boulevard), within 0.05-mile to a transit station, and would provide bicycle parking as well as electric vehicle charging stations that would help the region meet its regional VMT and GHG reduction goals, as required by the State, and therefore reduce criteria pollutant emissions. It should be noted that the proposed project would comply with the most current version of the California Building Code, California Green Building Standards Code, and Title 24 standards designed to reduce wasteful and unnecessary energy consumption in buildings. Upon compliance with all applicable regulations and based on the scale and nature of the project, the proposed drive-thru restaurant would not have the potential to conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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1.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

The proposed project would involve the construction and operation of a new Chick-fil-A restaurant building and associated dual drive-thru lane. Nevertheless, limited amounts of some hazardous materials could be used during the short-term construction of the project, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, and the California Hazardous Material Management Act. As such, compliance with the existing State and local procedures that are intended to minimize potential health risks associated with their use or the accidental release of such substances, impacts associated with the handling of these hazardous materials during construction would be less than significant.

Substantial risks associated with hazardous materials are not typically associated with restaurant uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance during project operation are generally the extent of hazardous materials that would be routinely utilized on-site. As the presence and on-site storage of these materials are common for restaurant uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), significant hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials is not anticipated. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. Refer to Response 1.9(a). Substantial risks associated with hazardous materials are not typically associated with restaurant uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance during project operation are generally the extent of hazardous materials that would be routinely utilized on-site. As the presence and on-site storage of these materials are common for restaurant uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), significant hazard to the public or the environmental through the potential for accidental conditions is not anticipated. Impacts would be less than significant.

It is acknowledged that a Leaking Underground Storage Tank cleanup site was identified adjacent to the north of the project site at 6241 Telegraph Road; however, the case was closed in 1993 and no further action was required.[1] As such, excavation activities during construction are not anticipated to encounter suspect materials as a result of this off-site property. No impacts are anticipated in this regard.

Mitigation Measures: No mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed schools located within 0.25-mile of the project site. The nearest school is Rosewood Park Elementary School, approximately 0.78-mile northwest of the project site. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations (CCR), to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

[1] California Environmental Protection Agency, *List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database*, https://geotracker.waterboards.ca.gov/search?page=110&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=&branch=&site_type=LUFT&npl=&funding=&reporttitle=PROJECT+SEARCH+RESULTS&reporttype=&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&permitted=&corrective_action=&spec_prog=&national_priority_list=&senate=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&watershed=&gwbasin=&excludenc=False&orderby=city, accessed June 9, 2022.

According to the California Environmental Protection Agency, the project site is not currently listed pursuant to Government Code Section 65962.5.[2] Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest airport to the project site is San Gabriel Valley Airport located approximately 8.5 miles to the northeast of the project site. As such, the project would be located outside of the airport's influence area and the project would not result in safety hazards or excessive noise for people residing or working in the City. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan as no adjacent roadways would be closed off to traffic and construction activities/staging would only occur on-site. As such, the proposed project would not have the potential to conflict with any emergency response/evacuation plan. No impact would result in this regard.

Mitigation Measures: No mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. As discussed in Section 1.20, *Wildfire*, the City is not located in an area identified as a Very High Fire Hazard Zone. Further, the project site and surrounding land uses are developed with urban land uses and do not present a wildland fire hazard. Thus, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

[2] California Environmental Protection Agency, *List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database*, https://geotracker.waterboards.ca.gov/search?page=110&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=&branch=&site_type=LUFT&npl=&funding=&reporttitle=PROJECT+SEARCH+RESULTS&reporttype=&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&permitted=&corrective_action=&spec_prog=&national_priority_list=&senate=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&watershed=&gwbasin=&excludenc=False&orderby=city, accessed June 9, 2022.

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1.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			✓	
1) Result in substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?				✓
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				✓
4) Impede or redirect flood flows?				✓
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the United States Environmental Protection Agency has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Commerce is within the jurisdiction of the Los Angeles RWQCB.

Impacts related to water quality typically range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Project construction could result in short-term impacts to water quality due to the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. Potential pollutants associated with these activities could impact downstream waterbodies. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's *General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ* (General Construction Permit). Given that the project site is greater than one acre in size, the project would be required to obtain a General Construction Permit under the NPDES program. The General Construction Permit requires the project Applicant to prepare and implement a stormwater pollution prevention plan (SWPPP). The SWPPP would specify best management practices (BMPs) to be implemented during construction of the project to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality. Upon completion of the project, the Applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed. Compliance with the General Construction Permit requirements would reduce the project's water quality impacts to less than significant levels. As such, project implementation would not violate any water quality standards or waste discharge requirements and less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The proposed project would be connected to the City's existing water lines and construction-related activities would not extend to depths required to encounter groundwater. Therefore, the project would not directly decrease any groundwater supplies or interfere substantially with groundwater recharge. Furthermore, the project would be required to adhere to applicable BMPs on-site that would restrict discharge of contaminants/runoff into the local storm drain system. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:

1) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river. While development of the proposed project would increase impervious surfaces compared to existing conditions, the project proposes landscaping that would allow infiltration of stormwater accumulated on-site into the earth rather than flowing off-site. Additionally, no exposed soils would remain at project completion that could result in substantial erosion or siltation on- or off-site and existing drainage patterns regarding runoff would be improved, compared to the existing condition. As discussed in Response 1.10(a), compliance with the requirements identified in the General Construction Permit would minimize erosion and water quality impacts during construction to less than significant levels. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. Refer to Responses 1.10(a) and 1.10(c)(1).

Mitigation Measures: No mitigation is required.

3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. Refer to Responses 1.10(c)(1) and 1.10(c)(2).

Mitigation Measures: No mitigation is required.

4) Impede or redirect flood flows?

No Impact. Refer to Responses 1.10(c)(2) and 1.10(d).

Mitigation Measures: No mitigation is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact.

Flood Hazard

According to the Federal Emergency Management Agency's Flood Map Service Center, the project site is located outside of the 100-year flood hazard area.[1] As a result, no impact would occur in this regard.

Tsunami

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is located at an elevation of approximately 151 feet above mean sea level and over 17 miles inland from the Pacific Ocean and thus, is located at a sufficient elevation and distance to avoid tsunami-related hazards. No impact would occur in this regard.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is not located within the vicinity of a reservoir, harbor, or lakes capable of creating a seiche. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the City, and is the basis for the Los Angeles RWQCB's regulatory programs. As noted above, the project would not result in significant impacts to water quality following conformance with the Construction General Permit and proposed BMPs.

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan. As stated above, the City underlies the Coastal Plain of the Los Angeles

[1] Federal Emergency Management Agency, *Flood Insurance Rate Map #06037C1810F*, September 26, 2008, https://msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/agolprintb_gpserver/j6ad659227a454f8e8f0088e63d7adcb9/scratch/FIRMETTE_f817e1cf-00c1-48e1-9f2b-189a422af810.pdf, accessed June 6, 2022.

Central groundwater basin, which is designated as Very Low priority basins.[2] Therefore, there is no groundwater sustainability plan established for the basin.

Nevertheless, the project would be required to comply with applicable regulations from Municipal Code Chapter 19.33, *Low Impact Development*. Specifically, Municipal Code Chapter 19.33 would be responsible for implementing the NPDES and General Construction Permit requirements. As such, no impact would occur in this regard.

Mitigation Measures: No mitigation required.

[2] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/p2/, accessed June 9, 2022.

1.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

a) Physically divide an established community?

No Impact. The project site is currently an undeveloped vacant lot and is being used as a storage container yard. The proposed project site is located on the northwest corner of the Washington Boulevard and Telegraph Road intersection. Surrounding land uses include a mixture of commercial, retail, municipal, and industrial uses. Specific uses surrounding the project site include:

- *North:* Various land uses are located to the north of the project site. These uses include vacant land, Rugs of Nations, and the Commerce Casino and Crowne Plaza Hotel. Areas further north of the project site include the Citadel Outlets.

- *East:* Vacant land is located to the east of the project site. Areas further east of the project site include industrial uses including Cotton Heritage and Pro-A Motors, Inc.

- *South:* Washington Boulevard bounds the site to the south. Areas further south of Washington Boulevard include commercial and retail uses including Farmer Boys, The Coffee Bean & Tea Leaf, and Costco.

- *West:* Telegraph Road bounds the site to the west. Areas further west of Telegraph Road include Central Basin Municipal Water District and I-5.

The nearest residential neighborhood is a single-family neighborhood located 0.26 miles northwest of the project site.[1] As such, no impacts resulting from the division of an established residential neighborhood would occur as part of the proposed project's implementation. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. Development within the City is subject to a number of land use plans, policies, and regulations, typically dependent on the project location. Applicable land use plans and regulations include the General Plan and Municipal Code Title 19, *Zoning*. The project site is designated C2 – Unlimited Commercial and zoned Commercial. It is acknowledged that the proposed project would be in conformance with applicable zoning and land use designations and all applicable regulations. No impact would occur in this regard.

[1] Google Earth Pro, 2021.

Mitigation Measures: No mitigation is required.

1.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the California Department of Conservation, Division of Mine Reclamation, the City has no active mines.[1] Further, there are no active wells located within the project site.[2] It is acknowledged that the City is located within the San Gabriel Significant Mineral Aggregate Resource Area that is known to contain mineral deposits (Portland cement concrete-grade aggregate); however, the project site is not located within an area identified to contain mineral deposits.[3] Thus, development of the proposed project would not result in a loss of availability of the identified mineral resources, and no impact would occur.

Mitigation Measures: No mitigation is required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to Response 1.12(a). The project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would result in this regard.

Mitigation Measures: No mitigation is required.

1 California Department of Conservation, Division of Mine Reclamation, *Mines Online*, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc, accessed on May 27, 2022.
2 California Department of Conservation, *California Oil, Gas, and Geothermal Resources Well Finder*, https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.15131/33.99888/15, accessed May 27, 2022.
3 State Mining and Geology Board, *Updated Designation of Regionally Significant Aggregate Resources In the San Gabriel Valley Production-Consumption Region, Los Angeles County*, https://www.conservation.ca.gov/smgb/reports/Documents/Designation_Reports/Designation-Report-12-San-Gabriel.pdf, April 2014.

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1.13 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b. Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. Construction activities would involve various types of short-term noise impacts from trucks, earth-moving equipment, and paving equipment. However, all construction activities and land use operations must be conducted in compliance with the City's noise standards as outlines in Municipal Code Section 19.19.160, *Noise*. Specifically, it is stated that construction activities within any residential zone, or within a radius of five hundred feet of a residential zone, should not operate between the hours of 10 p.m. and 7 a.m., unless a permit has been obtained from the City (Municipal Code Section 19.19.160[k][3]).

The project proposes a new Chick-fil-A restaurant building and associated dual drive-thru lane at the northeast corner of Washington Boulevard (a Local Roadway) and Telegraph Road (a Major Arterial). As such, mobile (traffic) noise already exists in the project area. The project site is also surrounded by urban uses, with the surrounding area comprised of mostly employee-based industrial and commercial uses with minimal vacant land. Some mixed use residential and commercial uses also present in the area. As such, existing stationary noises associated with operation of a restaurant, including the drive-thru intercom equipment, roof mounted heating, ventilation, and air conditioning (HVAC) units, and truck deliveries, as well as parking lot activities, already existing in the area. Further, the nearest sensitive receptors[1] include Commerce Casino (with hotel), located at 6131 Telegraph Road approximately 0.18-mile (approximately 290 meters) to the northwest of the project site, with other uses located in between. At this distance, noise associated with project operation would be largely shielded by structures, roadways, and landscaping, and would be barely perceptible by these sensitive receptors. Additionally, as discussed above, all operational activities associated with the proposed restaurant must be conducted in compliance with the City's noise standards as outlines in Municipal Code Section 19.19.160. With compliance with the Municipal Code, the proposed project would not create a substantial temporary or permanent increase in ambient noise levels during project construction. Less than significant impact would in this regard.

Mitigation Measures: No mitigation is required.

[1] For the purpose of this analysis, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of noise and vibration, such as children, the elderly, and people with illnesses. Land uses that may be considered sensitive receptors include residences, short-term lodging, schools, hospitals, nursing homes and churches, among others.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Refer to Response 1.13(a), above. The project site is located among industrial and commercial uses with the nearest sensitive receptors (Commerce Casino [with hotel]) located approximately 0.18-mile to the northwest. Based on this distance, project construction and operation would not have a potential to result in significant vibration or groundborne noise impacts. Additionally, all construction activities and land use operations associated with the proposed restaurant must be conducted in compliance with the City's vibration standards as outlines in Municipal Code Section 19.19.180, *Vibration*. With compliance with the Municipal Code, the proposed project would not generate excessive groundborne vibration or groundborne noise levels. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. No private airstrips are located in the site vicinity and the nearest public airport to the project site is the San Gabriel Valley Airport located approximately 8.5 miles to the northeast. Therefore, the project would not expose people working on-site to excessive noise levels associated with aircraft. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

1.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. This project involves the construction of one drive-thru restaurant facility. Given that no residential land use is proposed, implementation of the project would not result in a direct increase in population.

The proposed project is an infill development that would utilize existing roadways and infrastructure. Additionally, the anticipated number of new jobs arising from the proposed project would not exceed the estimated employment generation estimated by the Southern California Association of Governments. As such, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. Refer to Response 1.14(a). No existing people or housing are situated at the project site. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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1.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?				✓
4) Parks?				✓
5) Other public facilities?				✓

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection?

Less Than Significant Impact. The Los Angeles County Fire Department (LACFD) provides fire protection within Commerce and has three stations throughout the City. The nearest LACFD station is located approximately 0.3 miles northeast of the project site at 2327 South Saybrook Avenue.[1]

The project would result in the construction of infill development (a new Chick-fil-A restaurant). As discussed in Section 1.14, *Population and Housing*, no residential land use is proposed. Additionally, while implementation of the project would increase the number of daytime employees within the City, it is not anticipated to result in a substantial increase in population. Due to the limited population increase and the nature of development (a restaurant within a commercial zone), a substantial increase in the need for fire facilities, compared to the existing condition, is not anticipated. As a result, project implementation is not anticipated to require the construction of new or physically altered fire facilities and is not anticipated to result in an increase in service calls. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

2) Police protection?

Less Than Significant Impact. The Los Angeles County Sheriff's Department (LASD) provides law enforcement services to the City. The nearest LASD station is located approximately 2.7 miles northwest of the project site at 5019 East 3rd Street within the County of Los Angeles.[2] As discussed in Response 1.15(a)(1), no residential land use is proposed. Additionally, while implementation of the project would increase the number of daytime employees within

[1] Google Earth Pro, 2021.
[2] Ibid.

the City, it is not anticipated to result in a substantial increase in population. Due to the limited population increase and the nature of development (a restaurant within a commercial zone), a substantial increase in the need for police facilities, compared to the existing condition, is not anticipated. As a result, project implementation is not anticipated to require the construction of new or physically altered police facilities and is not anticipated to result in an increase in service calls. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

3) Schools?

No Impact. The proposed project would not introduce substantial unplanned population growth in the area that may utilize school services provided within the City. Nevertheless, the project would comply with required payment of school district development fees. As such, implementation of the proposed project would not result in increased demand for school services or the need for the construction of additional school facilities. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

4) Parks?

No Impact. The proposed project would not introduce substantial unplanned population growth in the area that may utilize park facilities provided within the City. As such, implementation of the proposed project would not result in increased demand for recreational services or the need for the construction of additional park facilities. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

5) Other public facilities?

No Impact. Refer to Response 1.15(a)(4).

Mitigation Measures: No mitigation is required.

1.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. Refer to Response 1.15(a)(4). The proposed project would not directly introduce any new residents into the City and thus, would not result in an increase in demand on parks or other recreational facilities. There would be no impact in this regard.

Mitigation Measures: No mitigation is required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The project does not include recreational facilities nor would it require the construction or expansion of existing recreational facilities. Therefore, there would be no impact in this regard.

Mitigation Measures: No mitigation is required.

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1.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✓	
b. Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			✓	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d. Result in inadequate emergency access?				✓

The following analysis is based on the *Chick-fil-A Washington & Telegraph Project VMT Screening Evaluation*, prepared by Michael Baker International, dated July 18, 2023; refer to Appendix C, *Trip Generation and VMT Memorandum*.

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The project site is located at the northwest corner of the intersection of Washington Boulevard and Telegraph Road. Regional access to the City is provided via the Santa Ana Freeway (I-5) and the Long Beach Freeway (I-710). Local access to the site is provided via Telegraph Road and Washington Boulevard. It is acknowledged that the approximate 47,496 square foot project site is situated on a larger 10-acre lot. The project site is bordered to the south by Washington Boulevard and to the west by Telegraph Road.

As part of future development to the east of the project site, a new roadway would be constructed north of the project site. The new road would be accessed from Telegraph Road. Vehicles would access the project site, from the new roadway to the north, via two new driveways along the northern project site boundary.

The estimated project site trips were projected using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (11th Edition). The proposed project proposes a 3,822 square-foot fast-food restaurant with a dual drive through lane, 40 indoor seating spaces, and 12 outdoor seating spaces. Trip estimates were developed based on ITE Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window). Table 1.17-1, *Project Trip Generation Rates*, shows the trip generation rates for the proposed project.

Table 1.17-1
Project Trip Generation Rates

Land Use	ITE Code	Daily Trips Rate	A.M. Peak Hour			P.M. Peak Hour		
			Rate	In	Out	Rate	In	Out
Fast-Food Restaurant with Drive Through Window	934	467.48 KSF[1]	44.61	51%	49%	33.03	52%	48%

Note: Trip generation factors per Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition.
1) KSF = Thousand Square Feet

Source: Michael Baker International, *Chick-fil-A Washington & Telegraph Project VMT Screening Evaluation*, July 18, 2023; refer to Appendix C.

Table 1.17-2, *Project Trip Generation*, shows the estimated number of trips for the proposed project. It is projected that the site would generate 1,787 daily trips, 170 a.m. Peak Hour trips, and 126 p.m. Peak Hour trips.

Table 1.17-2
Project Trip Generation

Land Use	ITE Code	Intensity	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				Volume	In	Out	Volume	In	Out
Fast-Food Restaurant with Drive Through Window	934	3.822 KSF[1]	1,787	170	87	83	126	66	60

Note: Trip generation factors per Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition.
1) KSF = Thousand Square Feet

Source: Michael Baker International, *Chick-fil-A Washington & Telegraph Project VMT Screening Evaluation*, July 18, 2023; refer to Appendix C.

As shown in Table 1.17-2, the proposed project would result in 1,787 daily trips. As discussed in Response 1.17(b), the project would result in less than significant impacts pertaining to vehicle miles travelled (VMT). The proposed project would also result in increased persons utilizing the existing pedestrian, bicycle, and transit network; however, due to the number of employees, no significant impacts to these facilities are anticipated. The project would be required to comply with all Municipal Code requirements pertaining to on-site bicycle facilities (e.g., temporary and/or long-term bicycle parking) and pedestrian access. Existing sidewalks along Washington Boulevard and Telegraph Road, as well as the future planned sidewalk along the new roadway to the north, would be maintained. Last, the project would not result in any changes to the existing bus facilities, including stops situated along the southern boundary along Washington Boulevard. In conclusion, development of the proposed project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. Per the *Los Angeles County Public Works Transportation Impact Analysis Guidelines* (County Guidelines), land use projects that meet one or more of the following screening thresholds (3.1.2.1 to 3.1.2.4) are assumed to result in a less than significant transportation impact under CEQA and do not require a detailed quantitative vehicle miles traveled (VMT) assessment.

- Screening Criteria: 3.1.2.1 – Non-Retail Project Trip Generation
  - Threshold: Does the development project generate a net increase of 110 or more daily vehicle trips?
    - The proposed project would generate more than 110 daily trips. As such, the project would not meet Screening Criteria 3.1.2.1.
- Screening Criteria: 3.1.2.2 – Retail Project Site Plan Screening Criteria
  - Threshold: Does the project contain retail uses that exceed 50,000 square feet of gross flow area?
    - Based on Screening Criteria 3.1.2.2, the proposed project would function as a local-serving use that would shorten and/or reduce VMT trips. Specifically, the proposed

project would be located near the I-5 and Washington Boulevard Interchange, which creates an opportunity for interstate pass-by trips with minimal travel once a motorist exits the highway. The project site is located approximately 1,000 feet from the ramp terminal intersections for both the I-5 Northbound and the I-5 Southbound ramps, which results in minimal travel between the I-5 ramps and the restaurant destination.

- Additionally, the closest operating Chick-fil-A restaurants are located 4.5 miles (Pico Rivera) and 5.5 miles (Downey) away from the project site. For those patrons that choose the Chick-fil-A that would originate in the City, vehicle trip lengths would be reduced. While there is another fast-food restaurant planned on the project parcel (In-N-Out), there are currently only six fast-food restaurants with a drive-thru located within one-mile of the project. The one-mile radius around the site is a dense area comprised of mostly employee-based industrial and commercial industrial uses with minimal vacant land. Some residential and commercial uses also exist in the area. With the density and mix of uses in the area and the local serving nature of the proposed use, there is a high level of opportunity for restaurant customers in proximity to the site, which may result in shorter trips to access a fast-food restaurant. Further, the project site is located at the corner of a Major Arterial (Telegraph Road) and a Local Roadway (Washington Blvd). The location along a major arterial provides an opportunity for pass-by trips, which have the potential to reduce trip length by avoiding out-of-the way trips to other fast-food restaurants. As such, the proposed project would meet Screening Criteria 3.1.2.2 for land use projects and would result in less than significant impact in this regard.

- Screening Criteria: 3.1.2.3 – Proximity to Transit
  - Threshold: Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high quality transit corridor? (Note: A “major transit stop” is defined as a site containing an existing rail station, a ferry terminal serviced by bus or rail transit, or the intersection of two or more major bus routes with a frequency of 15 minutes or less during commute periods. A “high-quality transit corridor” refers to a corridor with fixed-route bus service with frequencies of 1 minutes or less during peak commute hours.)
    - Both rail and bus services are provided in proximity to the project site. The Metrolink Commerce Station is located approximately one-mile from the project site. The Metrolink Commerce Station provides rail access via the Orange County Line between LA Union Station and Oceanside. The City of Commerce Municipal Bus lines Route 600, which provides frequent access between the Commerce Civic Center and Downtown Los Angeles, runs near the project site. Both rail and bus frequencies are greater than 15 minutes. While transit would be provided near the site, the service levels would not meet the frequencies requirements identified within Screening Criteria 3.1.2.3. Therefore, the project would not meet Screening Criteria 3.1.2.3.

- Screening Criteria: 3.1.2.4 – Residential Lane Use
  - Threshold: Are 100% of the units, excluding manager’s units, set aside for lower income households?
    - The project does not propose any housing. As such, the project would not meet Screening Criteria 3.1.2.4.

Based on the County Guidelines (Screening Criteria 3.1.2.2), the proposed project would function as a local-serving use that would shorten and/or reduce VMT trips. As such, the proposed project would meet Screening Criteria 3.1.2.2 for land use projects and would result in less than significant impact in this regard.

Mitigation Measures: No mitigation is required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment). Site access would be provided via a new full-access driveway north of the project site. The new road would be accessed from Telegraph Road. Vehicles would access the project site, from the new roadway to the north, via two new driveways along the northern project site boundary. Regional access via I-5 an I-710 would not change as part of the proposed project. As such, the project is not anticipated to create hazards due to geometric design features or incompatible uses. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

d) Result in inadequate emergency access?

No Impact. The proposed project would not affect emergency access to the surrounding area and would not require closure of any local streets or parcels to traffic. Therefore, project implementation would not result in inadequate emergency access in the City. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

1.18 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				✓
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✓	

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this environmental document.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. Refer to Response 1.5(a). No known cultural resources listed or eligible for listing in a State or local register of historic resources are located within the project site. Thus, no impact to tribal cultural resources that are listed or eligible for listing in the California Register or in a local register would occur.

Mitigation Measures: No mitigation is required.

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. Refer to Response 1.18(a). The project site is located within the cultural area of the City that has been traditionally occupied by the Gabrielino tribe; however, due to past development, the project site has been disturbed and contains low archaeological sensitivity. Further, the project site is not located within an area that is typically associated with foraging areas, ceremonial sites, burials, or habitat sites. Nevertheless, in the unlikely event that tribal cultural resources are encountered, the project would comply with California Public Resources Code Section 21083.2. Should potential resources be encountered during excavation, work in the immediate area of the find must be halted until an archaeologist evaluates the find and determines appropriate subsequent procedures in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

1.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				✓
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?			✓	

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. The project site is currently an undeveloped vacant lot. Further, no existing water or wastewater treatment plants, natural gas facilities, telecommunication facilities, electric power plants, or stormwater drainage infrastructure are located on-site. As such, the proposed project would not require the relocation of the aforementioned facilities. Additionally, given the developed nature of off-site properties, the increase in demand for water, waste disposal, and wastewater treatment services would be adequately accommodated and no expansion of existing facilities would be required. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. As previously mentioned, the project site is currently an undeveloped vacant lot. Water services for the City are provided by the California Water Service Company.[1] The California Water Service Company uses water purchased from the Central Basin Municipal Water District to supply water demand in the City.[2] The Central Basin Municipal Water District provides the region of southeastern Los Angeles County with recycled water for

[1] City of Commerce, *Utilities/Service Providers*, https://www.ci.commerce.ca.us/residents/utilities#:~:text=Residential%2C%20commercial%2C%20and%20industrial%20water,Service%20Company%20throughout%20the%20City., accessed June 10, 2022.

[2] Central Basin Municipal Water District, *CBMWD Service Area*, https://www.centralbasin.org/about-us/service-area, accessed June 10, 2022.

municipal, commercial and industrial use. Table 1.19-1, *Water Consumption Rate*, provides the project's water consumption for fast-food restaurant use.

Table 1.19-1
Water Consumption Rate

Use	Unit	Factor	Generation
Fast-Food Restaurant	3,822 sq. ft.	0.12 gallons/sq. ft./day	458.64 gals/day
Total Consumption	**-**	**-**	**458.64 gals/day**

Source: Los Angeles County Sanitation Districts.

The proposed project would consume an average of 458.64 gallons of water per day. As the project is consistent with the site's land use designation and zoning, payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. As such, the project's potential impacts on wastewater treatment provider in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Sewer services for the project site are provided by the City. It is acknowledged that the proposed project would result in the generation of additional wastewater above existing conditions. However, there is capacity for wastewater treatment at the existing wastewater treatment plants to serve the project's anticipated demand in addition to existing commitments.[3] Specifically, the Los Angeles County Sanitation Districts (Sanitation Districts) operates and maintains approximately 1,400 miles of main trunk sewers and 11 wastewater treatment plants that convey and treat about 390 million gallons per day (mgd) of wastewater.[4] Sanitation Districts maintains and operates the sewer system in the City. The project site is located within Sanitation Districts' District No. 2.[5] Wastewater generated from the project site would flow south towards the Los Coyotes Water Reclamation Plant (WRP) of the Sanitation Districts or the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. The Los Coyotes WRP treats approximately 37.5 mgd and contains an average flow of 21.7 mgd.[6] The JWPCP treats approximately 400 mgd and contains an average flow of 261.1 mgd.[7] Table 1.19-2, *Wastewater Generation Rate*, provides the project's anticipated wastewater generation for fast-food restaurant use.

3 Los Angeles County Sanitation District, *Level of Treatment, Capacity, Flow*, https://www.lacsd.org/services/wastewater-programs-permits/wastewater-revenue-program/who-we-are-what-we-do-for-you, accessed June 10, 2022.
4 Los Angeles County Sanitation District, *About Recycled Water*, https://www.lacsd.org/services/wastewater-programs-permits/water-reuse-program/about-recycled-water, accessed June 14, 2022.
5 Los Angeles County Sanitation District, *Jurisdiction Within Each District*, https://www.lacsd.org/services/wastewater-programs-permits/wastewater-revenue-program/who-we-are-what-we-do-for-you, accessed June 14, 2022.
6 Los Angeles County Sanitation District, *Level of Treatment, Capacity, Flow*, https://www.lacsd.org/services/wastewater-programs-permits/wastewater-revenue-program/who-we-are-what-we-do-for-you, accessed June 14, 2022.
7 Ibid.

Table 1.19-2
Wastewater Generation Rate

Use	Unit	Factor	Generation
Fast-Food Restaurant	3,822 sq. ft.	0.08 gallons/sq. ft./day	305.76 gals/day
Total Consumption	**-**	**-**	**305.76 gals/day**

Source: Los Angeles County Sanitation Districts.

The proposed project is anticipated to generate an average of approximately 305.76 gallons of wastewater per day. As such, project implementation would not require the relocation or construction of new or expanded wastewater treatment facilities. The project would construct one new drive-thru restaurant facility on-site and connect to existing sewer lines. As a result, the project's wastewater demand, in addition to the City's existing commitments, would not exceed capacity. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The Puente Hills Transfer Station and Materials Recovery Facility is permitted to accept 4,400 tons per day of municipal solid waste. Table 1.19-3, *Solid Waste Generation*, provides the project's anticipated solid waste generation for fast-food restaurant use.

Table 1.19-3
Solid Waste Generation

Use	Unit	Factor	Generation
Fast-Food Restaurant	3,822 sq. ft.	42 lbs/1,000 sq. ft./day	160.52 lbs/day
Total Consumption	**-**	**-**	**160.52 lbs/day**

Source: Los Angeles County Sanitation Districts.

The proposed project is anticipated to generate an average of approximately 160.52 pounds of solid waste per day. As such, the project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Refer to Response 1.19(d) above. The project would comply with all Federal, State, and local statutes and regulations related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), which

requires all California cities "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to comply with the 2019 California Green Building Standards (CALGreen) Code, which includes design and construction measures that help reduce construction-related waste though material conservation and other construction-related efficiency measures. Compliance with these programs would ensure the project's solid waste impacts would be less than significant.

Mitigation Measures: No mitigation is required.

1.20 WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Department of Forestry and Fire, the City of Commerce is not located within or near a State Responsibility Area or identified as a Very High Fire Hazard Severity Zone.[1] Therefore, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. Refer to Response 1.20(a).

Mitigation Measures: No mitigation is required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. Refer to Response 1.20(a).

Mitigation Measures: No mitigation is required.

[1] California Department of Forestry and Fire, *Los Angeles County Fire Hazard Severity Zones in SRA*, November 6, 2007, https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf, accessed June 9, 2022.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Refer to Response 1.20(a).

Mitigation Measures: No mitigation is required.

2.0 REFERENCES

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APPENDIX B
Air Quality/GHG/Energy Data

This document is designed for double-sided printing to conserve natural resources.

Chick-fil-A Washington & Telegraph Project Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Chick-fil-A Washington & Telegraph Project
Construction Start Date	11/1/2023
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.2
Location	33.995993, -118.143205
County	Los Angeles-South Coast
City	Commerce
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4147
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
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

Fast Food Restaurant with Drive Thru	3.82	1000sqft	1.09	3,822	9,108	—	—	—
Parking Lot	49.0	Space	0.44	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.69	1.06	4.96	7.47	0.01	0.23	0.16	0.40	0.21	0.04	0.25	—	1,168	1,168	0.05	0.01	0.70	1,174
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.18	1.83	17.6	17.0	0.02	0.83	1.98	2.82	0.77	0.92	1.69	—	2,632	2,632	0.11	0.03	0.02	2,645
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.22	0.24	1.66	1.74	< 0.005	0.08	0.12	0.20	0.07	0.06	0.13	—	298	298	0.01	< 0.005	0.03	300
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.04	0.30	0.32	< 0.005	0.01	0.02	0.04	0.01	0.01	0.02	—	49.4	49.4	< 0.005	< 0.005	< 0.005	49.6

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.69	1.06	4.96	7.47	0.01	0.23	0.16	0.40	0.21	0.04	0.25	—	1,168	1,168	0.05	0.01	0.70	1,174
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	2.18	1.83	17.6	17.0	0.02	0.83	1.98	2.82	0.77	0.92	1.69	—	2,632	2,632	0.11	0.03	0.02	2,645
2024	1.37	1.14	9.47	10.2	0.02	0.37	0.16	0.40	0.34	0.04	0.35	—	1,843	1,843	0.07	0.02	0.02	1,850
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.22	0.18	1.66	1.65	< 0.005	0.08	0.12	0.20	0.07	0.06	0.13	—	271	271	0.01	< 0.005	0.02	272
2024	0.22	0.24	1.49	1.74	< 0.005	0.06	0.01	0.07	0.06	< 0.005	0.06	—	298	298	0.01	< 0.005	0.03	300
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.04	0.03	0.30	0.30	< 0.005	0.01	0.02	0.04	0.01	0.01	0.02	—	44.8	44.8	< 0.005	< 0.005	< 0.005	45.0
2024	0.04	0.04	0.27	0.32	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	49.4	49.4	< 0.005	< 0.005	< 0.005	49.6

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.69	1.06	4.96	7.47	0.01	0.23	0.16	0.40	0.21	0.04	0.25	—	1,168	1,168	0.05	0.01	0.70	1,174
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2023	2.18	1.83	17.6	17.0	0.02	0.83	1.98	2.82	0.77	0.92	1.69	—	2,632	2,632	0.11	0.03	0.02	2,645
2024	1.37	1.14	9.47	10.2	0.02	0.37	0.16	0.40	0.34	0.04	0.35	—	1,843	1,843	0.07	0.02	0.02	1,850
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.22	0.18	1.66	1.65	< 0.005	0.08	0.12	0.20	0.07	0.06	0.13	—	271	271	0.01	< 0.005	0.02	272
2024	0.22	0.24	1.49	1.74	< 0.005	0.06	0.01	0.07	0.06	< 0.005	0.06	—	298	298	0.01	< 0.005	0.03	300
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.04	0.03	0.30	0.30	< 0.005	0.01	0.02	0.04	0.01	0.01	0.02	—	44.8	44.8	< 0.005	< 0.005	< 0.005	45.0
2024	0.04	0.04	0.27	0.32	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	49.4	49.4	< 0.005	< 0.005	< 0.005	49.6

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.08	6.52	5.04	55.1	0.12	0.09	10.6	10.7	0.08	2.70	2.78	25.9	12,675	12,701	3.25	0.50	54.4	12,987
Mit.	7.08	6.52	5.04	55.1	0.12	0.09	10.6	10.7	0.08	2.70	2.78	8.15	12,675	12,683	1.47	0.50	54.4	12,924
% Reduced	—	—	—	—	—	—	—	—	—	—	—	69%	—	< 0.5%	55%	—	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.96	6.40	5.52	50.7	0.12	0.09	10.6	10.7	0.08	2.70	2.78	25.9	12,154	12,180	3.28	0.53	7.23	12,427
Mit.	6.96	6.40	5.52	50.7	0.12	0.09	10.6	10.7	0.08	2.70	2.78	8.15	12,154	12,162	1.50	0.53	7.23	12,365
% Reduced	—	—	—	—	—	—	—	—	—	—	—	69%	—	< 0.5%	54%	—	—	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	6.06	5.74	3.65	33.4	0.06	0.06	5.53	5.58	0.05	1.40	1.46	25.9	6,729	6,755	3.11	0.34	16.8	6,952
Mit.	6.06	5.74	3.65	33.4	0.06	0.06	5.53	5.58	0.05	1.40	1.46	8.15	6,729	6,737	1.33	0.34	16.8	6,889
% Reduced	—	—	—	—	—	—	—	—	—	—	—	69%	—	< 0.5%	57%	—	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.11	1.05	0.67	6.09	0.01	0.01	1.01	1.02	0.01	0.26	0.27	4.30	1,114	1,118	0.51	0.06	2.79	1,151
Mit.	1.11	1.05	0.67	6.09	0.01	0.01	1.01	1.02	0.01	0.26	0.27	1.35	1,114	1,115	0.22	0.06	2.79	1,141
% Reduced	—	—	—	—	—	—	—	—	—	—	—	69%	—	< 0.5%	57%	—	—	1%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.03	6.40	4.93	54.9	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	12,304	12,304	0.62	0.50	48.4	12,515
Area	0.03	0.12	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.68	0.68	< 0.005	< 0.005	—	0.69
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	358	358	0.03	< 0.005	—	360
Water	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Waste	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.37	0.00	—	83.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	7.08	6.52	5.04	55.1	0.12	0.09	10.6	10.7	0.08	2.70	2.78	25.9	12,675	12,701	3.25	0.50	54.4	12,987
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.94	6.30	5.40	50.6	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	11,783	11,783	0.65	0.52	1.26	11,956
Area	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	358	358	0.03	< 0.005	—	360

Water	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Waste	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.37	0.00	—	83.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	6.96	6.40	5.52	50.7	0.12	0.09	10.6	10.7	0.08	2.70	2.78	25.9	12,154	12,180	3.28	0.53	7.23	12,427
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.02	5.62	3.53	33.2	0.06	0.05	5.53	5.57	0.04	1.40	1.45	—	6,357	6,357	0.48	0.34	10.9	6,480
Area	0.02	0.11	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.47	0.47	< 0.005	< 0.005	—	0.47
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	358	358	0.03	< 0.005	—	360
Water	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Waste	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.37	0.00	—	83.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	6.06	5.74	3.65	33.4	0.06	0.06	5.53	5.58	0.05	1.40	1.46	25.9	6,729	6,755	3.11	0.34	16.8	6,952
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.10	1.03	0.64	6.06	0.01	0.01	1.01	1.02	0.01	0.26	0.26	—	1,053	1,053	0.08	0.06	1.80	1,073
Area	< 0.005	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08
Energy	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	59.3	59.3	< 0.005	< 0.005	—	59.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.37	2.07	2.44	0.04	< 0.005	—	3.66
Waste	—	—	—	—	—	—	—	—	—	—	—	3.93	0.00	3.93	0.39	0.00	—	13.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Total	1.11	1.05	0.67	6.09	0.01	0.01	1.01	1.02	0.01	0.26	0.27	4.30	1,114	1,118	0.51	0.06	2.79	1,151

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	7.03	6.40	4.93	54.9	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	12,304	12,304	0.62	0.50	48.4	12,515
Area	0.03	0.12	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.68	0.68	< 0.005	< 0.005	—	0.69
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	358	358	0.03	< 0.005	—	360
Water	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	7.08	6.52	5.04	55.1	0.12	0.09	10.6	10.7	0.08	2.70	2.78	8.15	12,675	12,683	1.47	0.50	54.4	12,924
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.94	6.30	5.40	50.6	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	11,783	11,783	0.65	0.52	1.26	11,956
Area	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	358	358	0.03	< 0.005	—	360
Water	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	6.96	6.40	5.52	50.7	0.12	0.09	10.6	10.7	0.08	2.70	2.78	8.15	12,154	12,162	1.50	0.53	7.23	12,365
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.02	5.62	3.53	33.2	0.06	0.05	5.53	5.57	0.04	1.40	1.45	—	6,357	6,357	0.48	0.34	10.9	6,480
Area	0.02	0.11	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.47	0.47	< 0.005	< 0.005	—	0.47
Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	358	358	0.03	< 0.005	—	360
Water	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	6.06	5.74	3.65	33.4	0.06	0.06	5.53	5.58	0.05	1.40	1.46	8.15	6,729	6,737	1.33	0.34	16.8	6,889
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.10	1.03	0.64	6.06	0.01	0.01	1.01	1.02	0.01	0.26	0.26	—	1,053	1,053	0.08	0.06	1.80	1,073
Area	< 0.005	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08

Energy	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	59.3	59.3	< 0.005	< 0.005	—	59.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.37	2.07	2.44	0.04	< 0.005	—	3.66
Waste	—	—	—	—	—	—	—	—	—	—	—	0.98	0.00	0.98	0.10	0.00	—	3.44
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Total	1.11	1.05	0.67	6.09	0.01	0.01	1.01	1.02	0.01	0.26	0.27	1.35	1,114	1,115	0.22	0.06	2.79	1,141

3. Construction Emissions Details

3.1. Grading (2023) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.12	1.78	17.5	16.3	0.02	0.83	—	0.83	0.77	—	0.77	—	2,453	2,453	0.10	0.02	—	2,462
Dust From Material Movement	—	—	—	—	—	—	1.84	1.84	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.06	0.98	< 0.005	0.05	—	0.05	0.05	—	0.05	—	148	148	0.01	< 0.005	—	148

Dust From Material Movement	—	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.19	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.69	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	137	137	0.01	< 0.005	0.02	138
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	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	42.3	42.3	< 0.005	0.01	< 0.005	44.4
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.37	8.37	< 0.005	< 0.005	0.02	8.48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.55	2.55	< 0.005	< 0.005	< 0.005	2.68
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.39	1.39	< 0.005	< 0.005	< 0.005	1.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.44

3.2. Grading (2023) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.12	1.78	17.5	16.3	0.02	0.83	—	0.83	0.77	—	0.77	—	2,453	2,453	0.10	0.02	—	2,462
Dust From Material Movement	—	—	—	—	—	—	1.84	1.84	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.06	0.98	< 0.005	0.05	—	0.05	0.05	—	0.05	—	148	148	0.01	< 0.005	—	148
Dust From Material Movement	—	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.19	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.5	24.5	< 0.005	< 0.005	—	24.6

Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.69	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	137	137	0.01	< 0.005	0.02	138
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	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	42.3	42.3	< 0.005	0.01	< 0.005	44.4
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.37	8.37	< 0.005	< 0.005	0.02	8.48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.55	2.55	< 0.005	< 0.005	< 0.005	2.68
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.39	1.39	< 0.005	< 0.005	< 0.005	1.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.44

3.3. Building Construction (2023) - 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	1.43	1.19	9.81	10.2	0.02	0.41	—	0.41	0.38	—	0.38	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.60	0.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	109	109	< 0.005	< 0.005	—	110
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	0.02	0.01	0.11	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.1	18.1	< 0.005	< 0.005	—	18.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	22.0	22.0	< 0.005	< 0.005	< 0.005	22.2
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.5	20.5	< 0.005	< 0.005	< 0.005	21.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.35	1.35	< 0.005	< 0.005	< 0.005	1.37
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.24	1.24	< 0.005	< 0.005	< 0.005	1.30
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	0.23
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.21	0.21	< 0.005	< 0.005	< 0.005	0.21
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Building Construction (2023) - 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	1.43	1.19	9.81	10.2	0.02	0.41	—	0.41	0.38	—	0.38	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.60	0.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	109	109	< 0.005	< 0.005	—	110
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	0.02	0.01	0.11	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.1	18.1	< 0.005	< 0.005	—	18.2

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	22.0	22.0	< 0.005	< 0.005	< 0.005	22.2
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.5	20.5	< 0.005	< 0.005	< 0.005	21.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.35	1.35	< 0.005	< 0.005	< 0.005	1.37
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.24	1.24	< 0.005	< 0.005	< 0.005	1.30
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	0.23
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.21	0.21	< 0.005	< 0.005	< 0.005	0.21
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (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	1.36	1.13	9.44	10.1	0.02	0.37	—	0.37	0.34	—	0.34	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.13	1.21	< 0.005	0.04	—	0.04	0.04	—	0.04	—	215	215	0.01	< 0.005	—	216
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	35.6	35.6	< 0.005	< 0.005	—	35.7
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.5	21.5	< 0.005	< 0.005	< 0.005	21.7
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.2	20.2	< 0.005	< 0.005	< 0.005	21.1
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	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.60	2.60	< 0.005	< 0.005	< 0.005	2.64
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.41	2.41	< 0.005	< 0.005	< 0.005	2.52
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.43	0.43	< 0.005	< 0.005	< 0.005	0.44
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	< 0.005	0.42
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 (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	1.36	1.13	9.44	10.1	0.02	0.37	—	0.37	0.34	—	0.34	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.13	1.21	< 0.005	0.04	—	0.04	0.04	—	0.04	—	215	215	0.01	< 0.005	—	216
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	35.6	35.6	< 0.005	< 0.005	—	35.7
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.5	21.5	< 0.005	< 0.005	< 0.005	21.7
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.2	20.2	< 0.005	< 0.005	< 0.005	21.1
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	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.60	2.60	< 0.005	< 0.005	< 0.005	2.64
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.41	2.41	< 0.005	< 0.005	< 0.005	2.52
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.43	0.43	< 0.005	< 0.005	< 0.005	0.44
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	< 0.005	0.42
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. Paving (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.53	4.90	6.53	0.01	0.23	—	0.23	0.21	—	0.21	—	992	992	0.04	0.01	—	995
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.53	4.90	6.53	0.01	0.23	—	0.23	0.21	—	0.21	—	992	992	0.04	0.01	—	995
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.8	59.8	< 0.005	< 0.005	—	60.0
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	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.90	9.90	< 0.005	< 0.005	—	9.93
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	0.06	0.06	0.06	0.94	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	176	176	0.01	0.01	0.70	179
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.06	0.06	0.07	0.80	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	167	167	0.01	0.01	0.02	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.02	10.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.69	1.69	< 0.005	< 0.005	< 0.005	1.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Paving (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.53	4.90	6.53	0.01	0.23	—	0.23	0.21	—	0.21	—	992	992	0.04	0.01	—	995
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.53	4.90	6.53	0.01	0.23	—	0.23	0.21	—	0.21	—	992	992	0.04	0.01	—	995

Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.8	59.8	< 0.005	< 0.005	—	60.0
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	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.90	9.90	< 0.005	< 0.005	—	9.93
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	0.06	0.06	0.06	0.94	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	176	176	0.01	0.01	0.70	179
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.80	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	167	167	0.01	0.01	0.02	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.02	10.4

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.69	1.69	< 0.005	< 0.005	< 0.005	1.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	0.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.08
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.53	4.53	< 0.005	< 0.005	0.02	4.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	< 0.005	0.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Architectural Coating (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	0.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.08
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.53	4.53	< 0.005	< 0.005	0.02	4.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	< 0.005	0.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

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

Fast Food Restaurant with Drive Thru	7.03	6.40	4.93	54.9	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	12,304	12,304	0.62	0.50	48.4	12,515
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.03	6.40	4.93	54.9	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	12,304	12,304	0.62	0.50	48.4	12,515
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	6.94	6.30	5.40	50.6	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	11,783	11,783	0.65	0.52	1.26	11,956
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	6.94	6.30	5.40	50.6	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	11,783	11,783	0.65	0.52	1.26	11,956
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	1.10	1.03	0.64	6.06	0.01	0.01	1.01	1.02	0.01	0.26	0.26	—	1,053	1,053	0.08	0.06	1.80	1,073
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.10	1.03	0.64	6.06	0.01	0.01	1.01	1.02	0.01	0.26	0.26	—	1,053	1,053	0.08	0.06	1.80	1,073

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	7.03	6.40	4.93	54.9	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	12,304	12,304	0.62	0.50	48.4	12,515
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.03	6.40	4.93	54.9	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	12,304	12,304	0.62	0.50	48.4	12,515
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	6.94	6.30	5.40	50.6	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	11,783	11,783	0.65	0.52	1.26	11,956
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	6.94	6.30	5.40	50.6	0.12	0.08	10.6	10.7	0.07	2.70	2.77	—	11,783	11,783	0.65	0.52	1.26	11,956
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	1.10	1.03	0.64	6.06	0.01	0.01	1.01	1.02	0.01	0.26	0.26	—	1,053	1,053	0.08	0.06	1.80	1,073
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.10	1.03	0.64	6.06	0.01	0.01	1.01	1.02	0.01	0.26	0.26	—	1,053	1,053	0.08	0.06	1.80	1,073

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	193	193	0.01	< 0.005	—	194
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	217	217	0.01	< 0.005	—	218
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	193	193	0.01	< 0.005	—	194
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	217	217	0.01	< 0.005	—	218
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	31.9	31.9	< 0.005	< 0.005	—	32.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06	< 0.005	< 0.005	—	4.08

Total	—	—	—	—	—	—	—	—	—	—	—	—	36.0	36.0	< 0.005	< 0.005	—	36.1

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	193	193	0.01	< 0.005	—	194
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	217	217	0.01	< 0.005	—	218
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	193	193	0.01	< 0.005	—	194
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	217	217	0.01	< 0.005	—	218
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	31.9	31.9	< 0.005	< 0.005	—	32.1

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	4.06	4.06	< 0.005	< 0.005	—	4.08
Total	—	—	—	—	—	—	—	—	—	—	—	—	36.0	36.0	< 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	0.03	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.68	0.68	< 0.005	< 0.005	—	0.69
Total	0.03	0.12	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.68	0.68	< 0.005	< 0.005	—	0.69
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08
Total	< 0.005	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08

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	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipme	0.03	0.03	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.68	0.68	< 0.005	< 0.005	—	0.69
Total	0.03	0.12	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.68	0.68	< 0.005	< 0.005	—	0.69
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08
Total	< 0.005	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.37	2.07	2.44	0.04	< 0.005	—	3.66
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.37	2.07	2.44	0.04	< 0.005	—	3.66

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.22	12.5	14.7	0.23	0.01	—	22.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.37	2.07	2.44	0.04	< 0.005	—	3.66
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.37	2.07	2.44	0.04	< 0.005	—	3.66

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.37	0.00	—	83.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.37	0.00	—	83.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.37	0.00	—	83.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.37	0.00	—	83.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	3.93	0.00	3.93	0.39	0.00	—	13.7

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.93	0.00	3.93	0.39	0.00	—	13.7

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.98	0.00	0.98	0.10	0.00	—	3.44
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.98	0.00	0.98	0.10	0.00	—	3.44

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.97	5.97
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.99	0.99

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Grading	Grading	11/1/2023	11/30/2023	5.00	22.0	—
Building Construction	Building Construction	12/1/2023	3/1/2024	5.00	66.0	—
Paving	Paving	3/2/2024	4/2/2024	5.00	22.0	—
Architectural Coating	Architectural Coating	4/3/2024	5/2/2024	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	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

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	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

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT

Grading	Hauling	0.59	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.61	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.63	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.32	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.59	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.61	18.5	LDA,LDT1,LDT2

Building Construction	Vendor	0.63	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.32	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

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

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	5,733	1,911	1,153

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 (sq. ft.)	Acres Paved (acres)
Grading	50.0	50.0	22.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.44

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Fast Food Restaurant with Drive Thru	0.00	0%
Parking Lot	0.44	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	532	0.03	< 0.005
2024	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year

Fast Food Restaurant with Drive Thru	1,787	1,787	1,787	652,255	4,919	14,990	14,990	2,845,646
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Fast Food Restaurant with Drive Thru	1,787	1,787	1,787	652,255	4,919	14,990	14,990	2,845,646
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	5,733	1,911	1,153

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)
Fast Food Restaurant with Drive Thru	132,357	532	0.0330	0.0040	440,033
Parking Lot	16,828	532	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Fast Food Restaurant with Drive Thru	132,357	532	0.0330	0.0040	440,033
Parking Lot	16,828	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant with Drive Thru	1,160,106	127,736
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant with Drive Thru	1,160,106	127,736
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	44.0	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	11.0	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	11.7	annual days of extreme heat
Extreme Precipitation	4.95	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	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A

Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.1
AQ-PM	88.9
AQ-DPM	95.2
Drinking Water	47.8
Lead Risk Housing	79.1
Pesticides	0.00
Toxic Releases	86.1
Traffic	80.5
Effect Indicators	—
CleanUp Sites	96.2
Groundwater	96.4
Haz Waste Facilities/Generators	98.1
Impaired Water Bodies	66.7
Solid Waste	89.9
Sensitive Population	—
Asthma	59.0
Cardio-vascular	76.8
Low Birth Weights	35.0
Socioeconomic Factor Indicators	—
Education	91.8
Housing	74.5
Linguistic	68.4
Poverty	58.0

Unemployment	75.4

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	50.35288079
Employed	15.32144232
Median HI	30.06544335
Education	—
Bachelor's or higher	19.41485949
High school enrollment	100
Preschool enrollment	74.18195817
Transportation	—
Auto Access	20.53124599
Active commuting	55.75516489
Social	—
2-parent households	55.83215706
Voting	13.30681381
Neighborhood	—
Alcohol availability	32.58052098
Park access	33.06813807
Retail density	90.95341974
Supermarket access	13.87142307
Tree canopy	23.54677274
Housing	—
Homeownership	36.75093032

Housing habitability	33.46593096
Low-inc homeowner severe housing cost burden	83.9727961
Low-inc renter severe housing cost burden	40.66469909
Uncrowded housing	15.62941101
Health Outcomes	—
Insured adults	31.25882202
Arthritis	0.0
Asthma ER Admissions	35.7
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	57.1
Cognitively Disabled	44.8
Physically Disabled	13.2
Heart Attack ER Admissions	24.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	95.4
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0

No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	39.2
Elderly	24.7
English Speaking	29.2
Foreign-born	55.0
Outdoor Workers	53.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	12.2
Traffic Density	85.5
Traffic Access	51.2
Other Indices	—
Hardship	83.1
Other Decision Support	—
2016 Voting	31.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	96.0
Healthy Places Index Score for Project Location (b)	30.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	EastLA Boyle Heights West Comm

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	The project site is locate don a 1.09-acre lot per project description.
Construction: Construction Phases	Construction schedule assumed based on project features and scale.
Construction: Architectural Coatings	Per SCAQMD Rule 1113
Operations: Vehicle Data	Trip rates based on Chick-fil-A Washington & Telegraph Project VMT Screening Evaluation Technical Memodrandom, prepared by Michael Baker International, dated July 18, 2023.

Chick-fil-A Washington Telegraph Project

Drive-Thru Emissions
Operational LST

Row Labels	Sum of NOx_RUNEX	Sum of NOx_IDLEX	Sum of PM2.5_RUNEX	Sum of PM2.5_IDLEX	Sum of PM10_RUNEX	Sum of PM10_IDLEX	Sum of CO_RUNEX	Sum of CO_IDLEX
HHDT	10.02689989	76.26737662	0.027607219	0.05251974	0.0290339	0.055551922	58.98867593	140.442488
LDA	0.318594372	0	0.032532503	0	0.034097074	0	1.599950398	0
LDT1	1.727088147	0	0.259459058	0	0.271319284	0	4.18638584	0
LDT2	0.146935898	0	0.008760439	0	0.009245234	0	1.459371627	0
LHDT1	1.565538314	1.938465207	0.023384083	0.026783797	0.024489119	0.027994841	1.454980423	4.658598579
LHDT2	1.377555709	1.916890674	0.022767207	0.026906643	0.023839057	0.028123242	1.133159475	4.665715935
MCY	0.558655932	0	0.002123574	0	0.00226992	0	13.03712904	0
MDV	0.263156991	0	0.011310815	0	0.011920199	0	1.906929135	0
MH	4.134366393	0	0.094829933	0	0.099176896	0	2.50021571	0
MHDT	1.767374875	20.34957427	0.015213752	0.048429854	0.015976894	0.051366504	4.232271933	55.1195418
OBUS	2.506729459	18.1177667	0.035190037	0.022982138	0.036843185	0.024159719	4.418253211	30.03001272
SBUS	9.902629611	38.66533533	0.053390045	0.053953074	0.056024912	0.056891486	18.22857081	106.6521053
UBUS	2.537456688	0	0.007927462	0	0.008335108	0	39.68456548	0
Grand Total	**36.83298228**	**157.2554088**	**0.594496125**	**0.231575246**	**0.622570781**	**0.244087714**	**152.830459**	**341.5684624**
Average	0.949061395	0.642559313	0.058171144	0.008948407	0.060876615	0.009353014	3.811829467	1.554052419

Chick-fil-A total wait+service time is 509.13 seconds per Intouch Insight, 22nd Drive-Thru Study, page 15, 2022.

Vehicle	1787	Daily Trips
Length	0.11	mile
Time	0.141425	hour

	NOx	CO	PM10	PM2.5
Emissions (gram	348.9487488	1142.041508	14.33027033	13.69620104
Emissions (lb)	0.77	2.51	0.03	0.03

Chick-fil-A Washington Telegraph Project

Energy Calculations
Operational Elelctritcy and Naural Gas Consumption

Land Use	Electricity Use		Natural Gas Use	
	(kWh/yr)	(MWh/yr)	(kBTU/yr)	(therms/yr)
Fast Food Restaurant with Drive Thru	132,357	132	440,033	4,401
Parking Lot	16,828	17	0	0
Total	**149,185**	**149**	**440,033**	**4,401**

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Energy Type	Project Annual Energy Consumption	Los Angeles County Annual Energy Consumption (2021)[1,2]	Percentage Increase Countywide
Electricity (MWh/yr)	149	65,374,721	0.0002%
Natural Gas (therms/yr)	4,401	2,880,994,891	0.0002%

Notes:

1. Los Angeles County annual electricity consumption data source: California Energy Commission, Electricity Consumption by County, http://www.ecdms.energy.ca.gov/elecbycounty.aspx.
2. Los Angeles County annual natural gas consumption data source: California Energy Commission, Gas Consumption by County, http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Chick-fil-A Washington Telegraph Project

Energy Calculations
Construction On-Site (Off-Road) Fuel Consumption

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Fuel Consumption Rate (gallon/hour)[1]	Duration (total hours/day)	# days	Total Fuel Consumption (gallon)
Grading	Graders	1	8	148	0.41	2.43	8	22	427.19
Grading	Tractors/Loaders/Backhoes	2	7	84	0.37	1.24	14	22	382.91
Grading	Rubber Tired Dozers	1	8	367	0.4	5.87	8	22	1,033.47
Building Construction	Cranes	1	6	367	0.29	4.26	6	66	1,685.85
Building Construction	Forklifts	1	6	82	0.2	0.66	6	66	259.78
Building Construction	Generator Sets	1	8	14	0.74	0.41	8	66	218.80
Building Construction	Tractors/Loaders/Backhoes	1	6	84	0.37	1.24	6	66	492.31
Building Construction	Welders	3	8	46	0.45	0.83	24	66	1,311.55
Paving	Tractors/Loaders/Backhoes	1	8	84	0.37	1.24	8	66	656.41
Paving	Pavers	1	6	81	0.42	1.36	6	66	538.88
Paving	Paving Equipment	1	8	89	0.36	1.28	8	66	676.68
Paving	Rollers	1	7	36	0.38	0.55	7	66	252.81
Paving	Cement and Mortar Mixers	1	6	10	0.56	0.22	6	66	88.70
Architectural Coating	Air Compressors	1	6	37	0.48	0.71	6	66	281.32
								Total Construction Off-Road Fuel Consumption (gallon)	***8,306.65***
								Countywide Off-Road Fuel Consumption (2023) (gallon)[2]	***40,835,655.12***
								Percentage Increase Countywide	***0.0203%***

Notes:

1. Fuel Consumption Rate = Horsepower x Load Factor x Fuel Consumption Factor

Where:

Fuel Consumption Factor for a diesel engine is 0.04 gallons per horsepower per hour (gal/hp/hr) and a gasoline engine is 0.06 gal/hp/hr.

2. Countywide operational fuel consumption, off-road construction equipment diesel fuel consumption, and on-road fuel consumption are from CARB EMFAC2021.

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Chick-fil-A Washington Telegraph Project

Energy Calculations

Constrution Mobile (On-Road) Fuel Consumption

WORKER TRIPS						
Phase	**Phase Length (# days)**	**# Worker Trips**	**Worker Trip Length**	**Total VMT**	**Fuel Consumption Factor (Miles/Gallon/Day)**	**Total Fuel Consumption (gallon)**
Grading	22	10.0	18.5	4,070	**24.90284233**	163.44
Building Construction	66	1.61	18.5	1,966		78.94
Paving	22	12.5	18.5	5,088		204.29
Architectural Coating	22	0.32	18.5	130		5.23
					Worker Trips Total	*451.90*
VENDOR TRIPS						
Phase	**Phase Length (# days)**	**# Vendor Trips**	**Vendor Trip Length**	**Total VMT**	**Fuel Consumption Factor (Miles/Gallon/Day)**	**Total Fuel Consumption (gallon)**
Grading	22	0	10.2	0	**8.343886151**	0.00
Building Construction	66	0.63	10.2	424		50.83
Paving	22	0	10.2	0		0.00
Architectural Coating	22	0	10.2	0		0.00
					Vendor Trips Total	*50.83*
HAULING TRIPS						
Phase	**Phase Length (# days)**	**# Hauling Trips**	**Hauling Trip Length**	**Total VMT**	**Fuel Consumption Factor (Miles/Gallon/Day)[1]**	**Total Fuel Consumption (gallon)**
Grading	22	0.59	20.0	260	**8.343886151**	31.11
Building Construction	66	0	20.0	0		0.00
Paving	22	0	20.0	0		0.00
Architectural Coating	22	0	20.0	0		0.00
					Hauling Trips Total	*31.11*
					Total Construction On-Road (Automotive) Fuel Consumption (gallon)	***533.84***
					Countywide On-Road Fuel Consumption (2023) (gallon) [1]	***4,530,411,359***
					Percentage Increase Countywide	***0.00001%***

Notes:

1. Countywide operational fuel consumption, off-road construction equipment diesel fuel consumption, and on-road fuel consumption are from CARB EMFAC2021.

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

Chick-fil-A Washington Telegraph Project **Energy Calculations**

Operational Mobile (On-Road) Fuel Consumption

Vehicle Type	Percent of Vehicle Trips[1]	Daily Trips[2]	Annual Vehicle Miles Traveled	Average Fuel Economy (miles per gallon)[3]	Total Annual Fuel Consumption (gallon)[4]
Passenger Cars	0.39	699	1,112,334	22	50,561
Light/Medium Trucks	0.37	656	1,044,666	17.3	60,385
Heavy Trucks/Other	0.24	432	688,646	6.4	107,601
Total	***1.00***	**1,787**	***2,845,646***	**--**	***218,547***
Total Operational On-Road (Automotive) Fuel Consumption (gallon)					***218,547***
Countywide On-Road Fuel Consumption (2024) (gallon)[5]					***4,448,480,145***
Percentage Increase Countywide					***0.0049%***

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model.
2. Daily Trips taken from Traffic Study
3. Average fuel economy derived from the Department of Transportation.
4. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).
5. Countywide operational fuel consumption, off-road construction equipment diesel fuel consumption, and on-road fuel consumption are from CARB EMFAC2021.

Source: Refer to CalEEMod outputs for assumptions used in this analysis.

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APPENDIX C
Trip Generation and VMT Memorandum

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Michael Baker INTERNATIONAL

We Make a Difference

TECHNICAL MEMORANDUM

To: Estefania Escamilla, 4G Development and Consulting, Inc.

From: Carla Dietrich, Michael Baker International

CC: Kristen Bogue, Michael Baker International

Date: July 18, 2023

Subject: Chick-fil-A Washington & Telegraph Project VMT Screening Evaluation

Introduction

The purpose of this memorandum is to document the vehicle miles traveled (VMT) screening assessment for the proposed Chick-fil-A Washington & Telegraph Project (Project) located within the City of Commerce, Los Angeles County, California. The analysis is being prepared in support of the Transportation component of the California Environmental Quality Act (CEQA) process for the Class 32 Categorical Exemption Report.

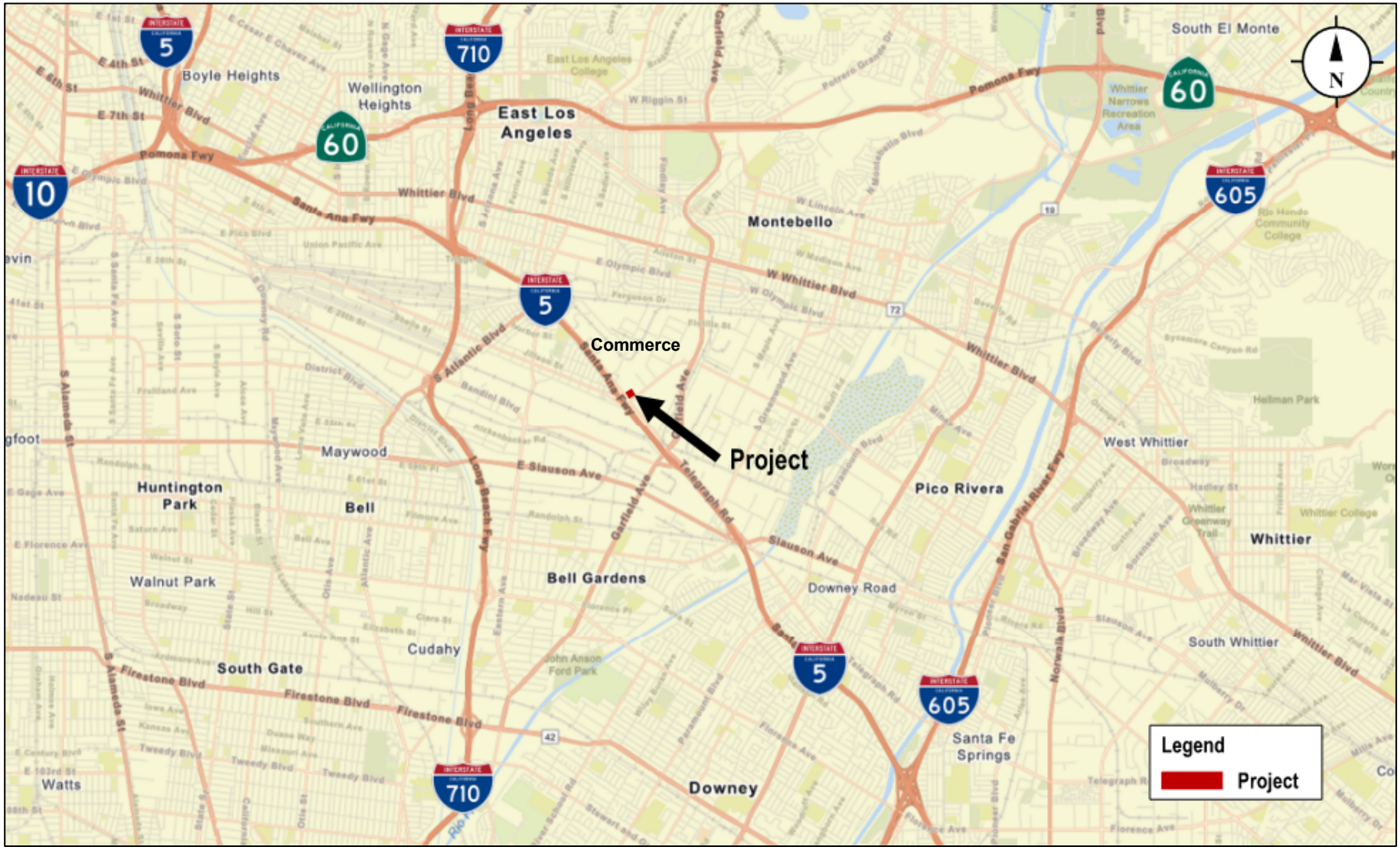
Project Description

Table 1 outlines the Project features and background information. **Exhibit 1** shows the project location and **Exhibit 2** shows the Project site plan.

Table 1: Project Information

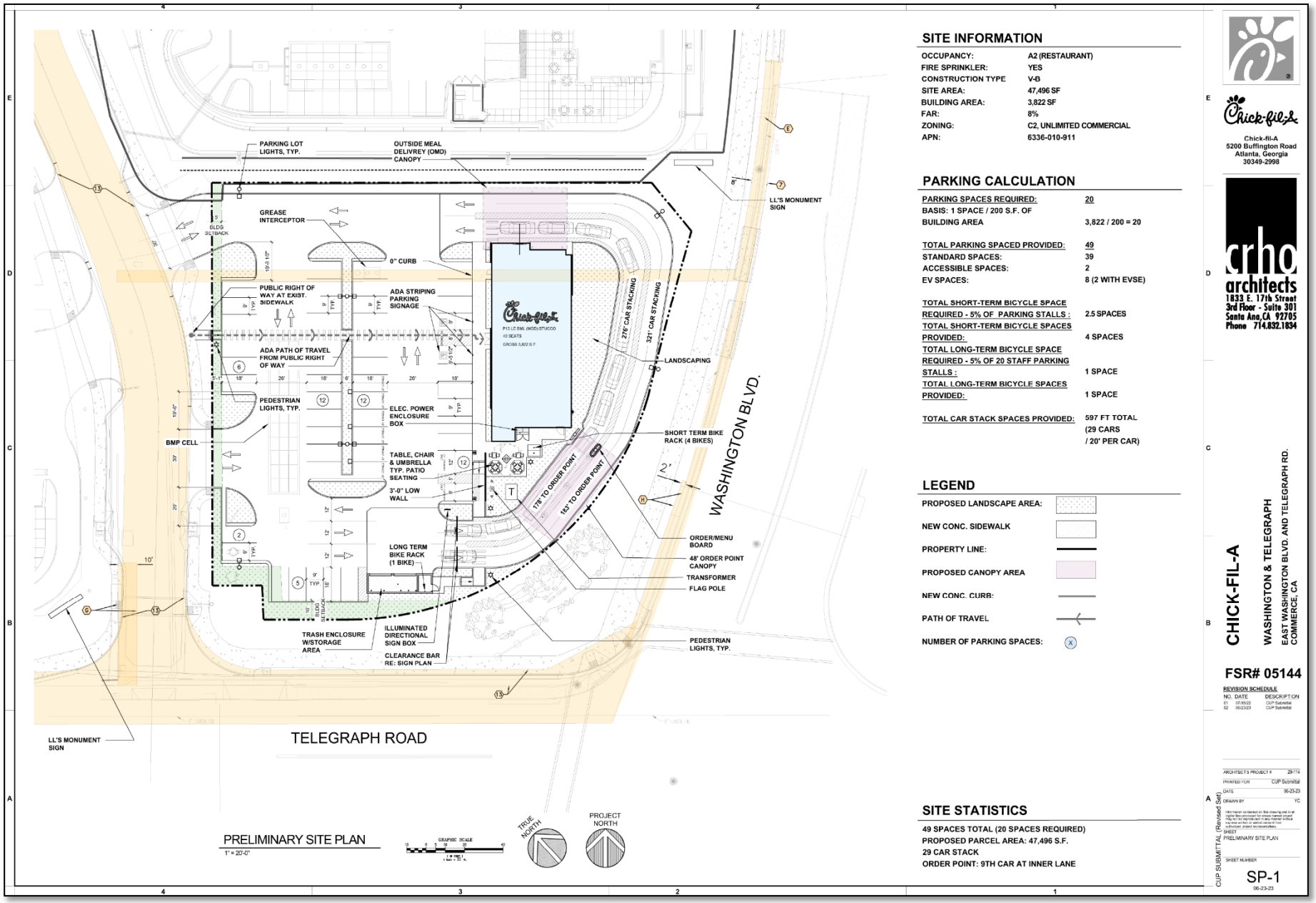
Item	Description
Project Title	Chick-fil-A Washington & Telegraph Project
Project Location	Northwest corner of the intersection of Washington Boulevard and Telegraph Road, located within the City of Commerce
Existing Land Uses	Undeveloped vacant lot currently being used as a storage container yard and zoned as Commercial
Accessor's Parcel Number (APN)	6336-010-908
Proposed Use	3,822 square-foot Chick-fil-A restaurant with two drive-through lanes and indoor dining (40 indoor seats) and outdoor dining areas (12 outdoor seats)
Nearby Land Uses	Land uses near the site include a casino, light industrial/business, retail warehouse store, municipal office, and restaurants. Another fast-food restaurant is proposed on the vacant land near the site.

Exhibit 1: Project Location Map



Michael Baker INTERNATIONAL

Exhibit 2: Project Site Plan



SITE INFORMATION

OCCUPANCY:	A2 (RESTAURANT)
FIRE SPRINKLER:	YES
CONSTRUCTION TYPE	V-B
SITE AREA:	47,496 SF
BUILDING AREA:	3,822 SF
FAR:	8%
ZONING:	C2, UNLIMITED COMMERCIAL
APN:	6336-010-911

PARKING CALCULATION

PARKING SPACES REQUIRED:	20
BASIS: 1 SPACE / 200 S.F. OF BUILDING AREA	3,822 / 200 = 20
TOTAL PARKING SPACED PROVIDED:	49
STANDARD SPACES:	39
ACCESSIBLE SPACES:	2
EV SPACES:	8 (2 WITH EVSE)
TOTAL SHORT-TERM BICYCLE SPACE REQUIRED - 5% OF PARKING STALLS :	2.5 SPACES
TOTAL SHORT-TERM BICYCLE SPACES PROVIDED:	4 SPACES
TOTAL LONG-TERM BICYCLE SPACE REQUIRED - 5% OF 20 STAFF PARKING STALLS :	1 SPACE
TOTAL LONG-TERM BICYCLE SPACES PROVIDED:	1 SPACE
TOTAL CAR STACK SPACES PROVIDED:	597 FT TOTAL (29 CARS / 20' PER CAR)

LEGEND

- PROPOSED LANDSCAPE AREA:
- NEW CONC. SIDEWALK
- PROPERTY LINE:
- PROPOSED CANOPY AREA
- NEW CONC. CURB:
- PATH OF TRAVEL
- NUMBER OF PARKING SPACES: (X)

SITE STATISTICS

49 SPACES TOTAL (20 SPACES REQUIRED)
PROPOSED PARCEL AREA: 47,496 S.F.
29 CAR STACK
ORDER POINT: 9TH CAR AT INNER LANE

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

crho architects
1833 E. 17th Street
3rd Floor - Suite 301
Santa Ana, CA 92705
Phone 714.832.1834

CHICK-FIL-A
WASHINGTON & TELEGRAPH
EAST WASHINGTON BLVD. AND TELEGRAPH RD.
COMMERCE, CA

FSR# 05144

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
01	07/15/22	CUP Submittal
02	06/23/23	CUP Submittal

ARCHITECT'S PROJECT # 29-114
PRINTED FOR CUP Submittal
DATE 06-23-23
DRAWN BY YC

CUP SUBMITTAL (Revised Set)

SHEET
PRELIMINARY SITE PLAN

SHEET NUMBER
SP-1
06-23-23

VMT Analysis Guidelines

As directed by City staff, the primary resource for this assessment is the *Los Angeles County Public Works Transportation Impact Analysis Guidelines* (*County Guidelines*) dated July 2020.

Trip Generation Analysis

The estimated Project site trips were projected using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (11th Edition). The Project proposes a 3,822 square-foot fast-food restaurant with two drive through lanes. The restaurant would have indoor dining (40 indoor seats) and outdoor dining areas (12 outdoor seats).. Trip estimates were developed based on ITE Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window). **Table 2** shows the trip generation rates. **Table 3** shows the estimated number of trips for the Project which is projected to generate 1,787 daily trips, 170 AM Peak Hour trips, and 126 PM Peak Hour trips.

Table 2: Project Trip Generation Rates

Land Use	ITE Code	Daily Trips Rate	AM Peak Hour		PM Peak Hour	
			Rate	In / Out	Rate	In / Out
Fast-Food Restaurant with Drive Through Window	934	467.48 / KSF	44.61	51% / 49%	33.03	52% / 48%

Notes: (1) Source: ITE *Trip Generation Manual,* 11th Edition.
(2) KSF = Thousand Square Feet;

Table 3: Project Trip Generation

Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Volume	In	Out	Volume	In	Out
Fast-Food Restaurant with Drive Through Window	934	3.822 KSF	1,787	170	87	83	126	66	60

Notes: (1) KSF = Thousand Square Feet;

Screening Analysis

Per the *County Guidelines,* land use projects that meet one or more of the screening thresholds are assumed to result in a less-than-significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. Each screening threshold and the project-specific evaluation and result are discussed below.

Screening Criteria: 3.1.2.1 – Non-Retail Project Trip Generation

Threshold: Does the development project generate a net increase of 110 or more daily vehicle trips?

Project Evaluation: The Project is anticipated to generate more than 110 daily trips based on the trip generation.

Analysis Result: Does Not Meet

Screening Criteria: 3.1.2.2 – Retail Project Site Plan Screening Criteria

Threshold: Does the project contain retail uses that exceed 50,000 square feet of gross floor area?

Project Evaluation: Criteria 3.1.2.2 focuses on local serving retail. Based on OPR Guidelines, this criterion is grounded in the idea that new retail development typically redistributes shopping trips rather than creates new trips. OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local serving-retail development tends to shorten trips and reduce VMT. The idea of local-serving retail can be extended to a local-serving chain restaurant.

Consistent with the OPR guidance, the Project is anticipated to function as a local-serving use that would shorten and /or reduce VMT trips for the following reasons:

1) The Project site is located near the I-5 and Washington Boulevard Interchange, which creates an opportunity for interstate pass-by trips with minimal travel once a motorist exits the highway. The site is located approximately 1,000 feet from the ramp terminal intersections for both the I-5 Northbound and the I-5 Southbound ramps, which results in minimal travel between the I-5 ramps and the restaurant destination.
2) The closest operating Chick-fil-A restaurants are located 4.5 miles (Pico Rivera) and 5.5 miles (Downey) away from the Project site. For those patrons that choose Chick-fil-A that originate in the City of Commerce, providing another restaurant in this area will reduce trip lengths to access a Chick-fil-A restaurant.
3) While there is another fast-food restaurant planned on the Project parcel (In-n-Out), there are currently only 6 fast-food restaurants with drive throughs located within one-mile of the Project. The one-mile radius around the site is a dense area comprised of mostly employee-based industrial and commercial industrial uses with minimal vacant land. Some residential and commercial uses also exist in the area. With the density and mix of uses in the area and the local serving nature of the proposed use, there is a high level of opportunity for restaurant customers in proximity to the site, which may result in shorter trips to access a fast-food restaurant.
4) The Project site is located at the corner of a Major Arterial (Telegraph Road) and a Local Roadway (Washington Blvd). The location along a major arterial provides an opportunity for pass-by trips, which have the potential to reduce trip length by avoiding out-of-the way trips to other fast-food restaurants.

Analysis Result: Project Meets Criterion

Screening Criteria: 3.1.2.3 – Proximity to Transit

Threshold: Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor? (Note: A “major transit stop” is defined as a site containing an existing rail station, a ferry terminal serviced by bus or rail transit, or the intersection of two or more major bus routes with a frequency of 15 minutes or less during commute periods. A “high-quality transit corridor” refers to a corridor with fixed-route bus service with frequencies of 1 minutes or less during peak commute hours.)

Project Evaluation: Both rail service and bus service are provided in proximity to the Project site. The Metrolink Commerce Station is located approximately one-mile from the Project site. This station provides rail access via the Orange County Line between LA Union Station and Oceanside. The City of Commerce Municipal Bus lines Route 600, which provides access between the Commerce Civic Center and Downtown Los Angeles, runs near the Project site. Both rail and bus frequencies are greater than 15 minutes. While transit provided near the site, the service levels do not meet the frequencies requirements to satisfy this screening condition.

Analysis Result: Does Not Meet

Screening Criteria: 3.1.2.4 – Residential Land Use

Threshold: Are 100% of the units, excluding manger's units, set aside for lower income households?

Project Evaluation: Project does not include any housing.

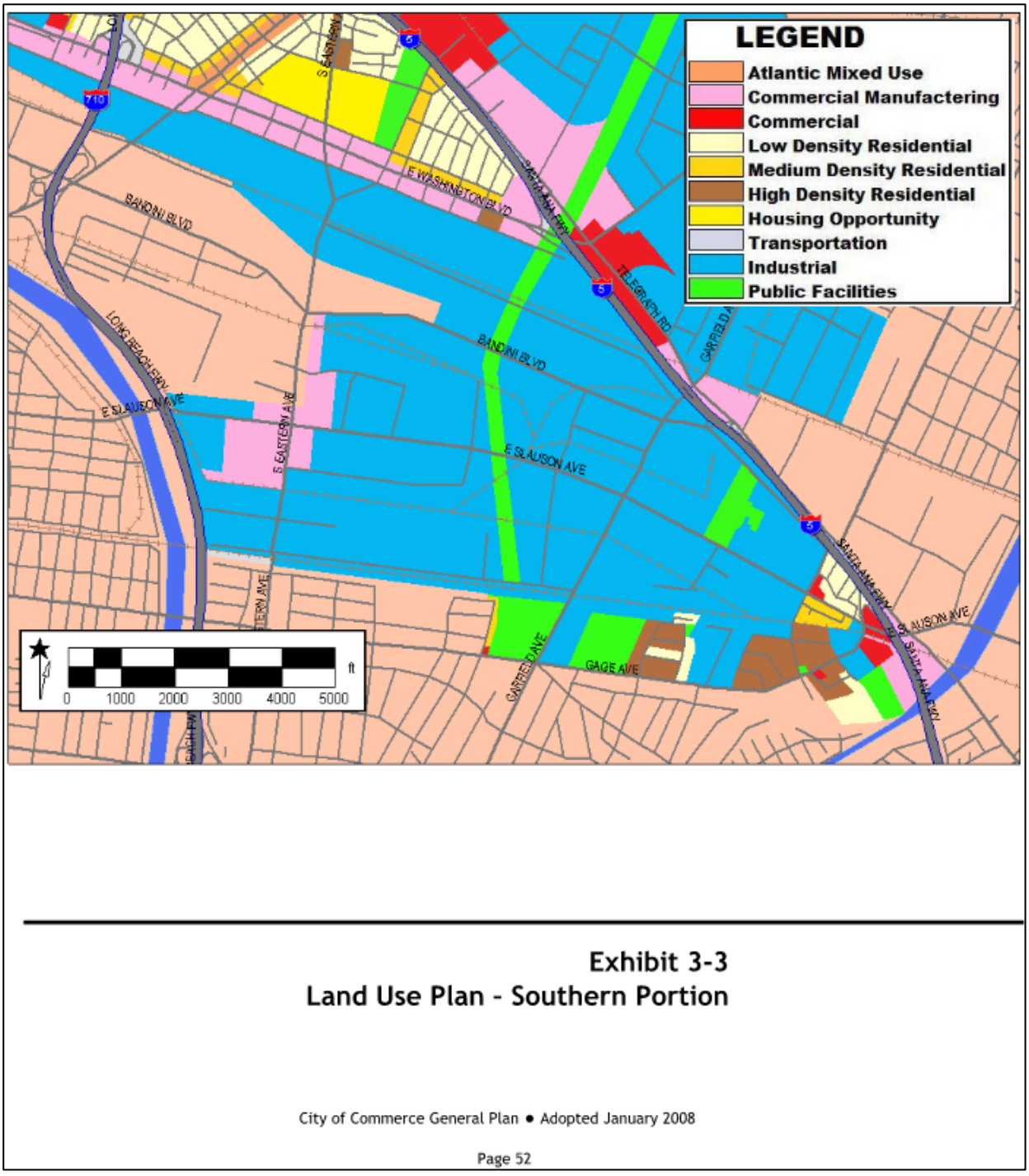
Analysis Result: Does Not Meet

As shown, **the Project meets one of Screening Criteria for land use projects which allows a determination of a less-than-significant impact on VMT.** As a result, development of mitigation measures are not necessary.

General Plan Consistency

The City of Commerce General Plan was referenced to determine consistency. According to the Land Use Plan (**Exhibit 3**) the northwest corner of Telegraph Road and Washington Boulevard is shown as Commercial, therefore, the proposed Project is consistent with the City's General Plan.

Exhibit 3: General Plan Land Use Map



Source: City of Commerce General Plan, Adopted January 2008 (Exhibit 3-3, Land Use Plan – Southern Portion)

Conclusions

The VMT screening evaluation results indicate that the Chick-fil-A Washington & Telegraph Project meets one of the screening criteria for land use projects which allows a determination of a less-than-significant impact on VMT, therefore, no transportation mitigation is required.