

Appendix C

Air Quality Assessment



Air Quality Assessment

South El Monte Athletic Fields and Business Park Project

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Appendix A: Air Quality Modeling Data

LIST OF ABBREVIATED TERMS

AQMP	Air Quality Management Plan
ADT	Average Daily Trips
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CCAA	California Clean Air Act
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CO	Carbon monoxide
DPM	Diesel particulate matter
FCAA	Federal Clean Air Act
H ₂ S	Hydrogen sulfide
LST	Localized significance threshold
µg/m ³	Micrograms per cubic meter
mg/m ³	Milligrams per cubic meter
NAAQS	National Ambient Air Quality Standards
NO ₂	Nitrogen dioxide
NO _x	Nitrogen oxide
O ₃	Ozone
Pb	Lead
PM ₁₀	Particulate matter less than 10 microns in diameter
PM _{2.5}	Particulate matter less than 2.5 microns in diameter
ppm	Parts per million
lb	Pound
ROG	Reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SRA	Source receptor area
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SO ₄ ⁻²	Sulfates
SO ₂	Sulfur dioxide
TAC	Toxic air contaminant
USACE	U.S. Army Corps of Engineers
U.S. EPA	U.S. Environmental Protection Agency
C ₂ H ₃ Cl	Vinyl chloride
VOC	Volatile organic compound

1.0 INTRODUCTION

This report documents the results of an Air Quality Assessment completed for the South El Monte Athletic Fields and Business Park Project (“Project” or “proposed Project”). This Air Quality Assessment evaluates the potential construction and operational emissions associated with the Project and determines the level of impact the Project’s emissions would have on the environment.

1.1 Project Location

The Project site is located at 825 Lexington-Gallatin Road in the City of South El Monte (City), County of Los Angeles, California. The Project site is located within the U.S. Army Corps of Engineers (USACE) reservoir flowage easement lands. The Project site involves the development of an approximately 21.17-acre vacant parcel (Assessor Parcel Number [APN] 8119-005-032). The Project site is in the southwest area of the City, approximately 200 feet to the south of State Route 60 (SR-60). Specifically, the site is bounded by SR-60 to the north, Santa Anita Avenue to the north and west, an undeveloped parcel to the east, and commercial uses and Lexington-Gallatin Road to the south/southeast; refer to [Figure 1: Regional Map](#) and [Figure 2: Vicinity Map](#). Regional access would be provided via SR-60. Local access to the future warehouse component would be provided via Lexington-Gallatin Road. Local access to the future park component would be provided via Santa Anita Avenue.

The topography of the site generally slopes downward from the east to the west at a gradient of less than one percent with elevations ranging from 219 to 226 above mean sea level. The majority of the Project site is vacant with ruderal vegetation and exposed soil. There are remnants of a dilapidated building and concrete slab located along the southern boundary of the Project site.

1.2 Project Description

The Project proposes the development of a warehouse, park, and associated surface parking and landscaping; refer to [Figure 3: Project Site Plan](#). The future warehouse component would encompass 10.20 acres of the eastern portion of the Project site. The future park component would be dedicated to the City and encompass approximately 10.97 acres of the northwestern portion of the Project site. The Project would include an approximately 70 feet in height digital billboard sign with two displays on the northern portion of the Project site within the future City park area.

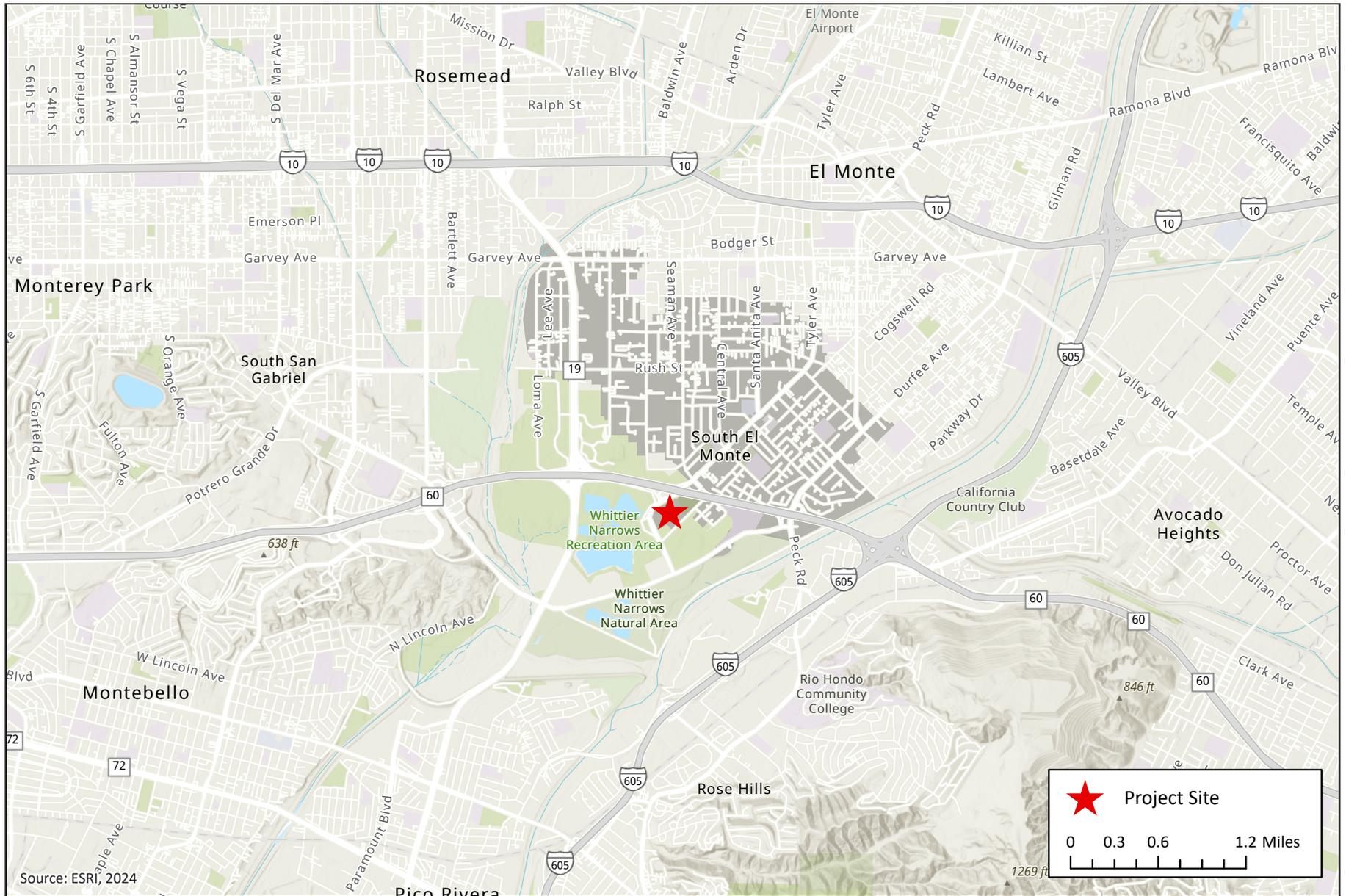


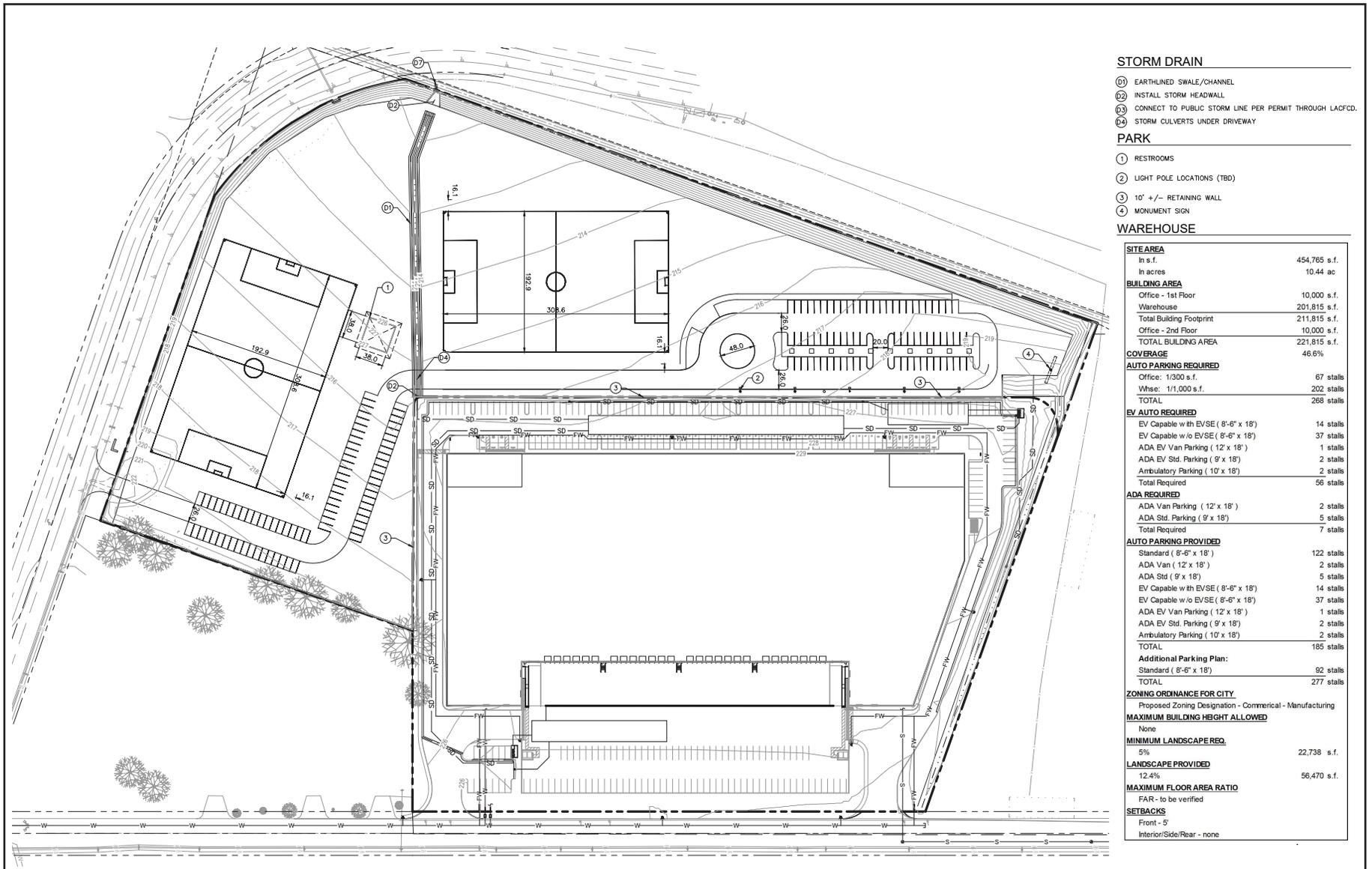
Figure 1: Regional Map

South El Monte Athletic Fields and Business Park Project



Not to scale

Kimley»Horn



STORM DRAIN

- ⓪1 EARTHLEINED SWALE/CHANNEL
- ⓪2 INSTALL STORM HEADWALL
- ⓪3 CONNECT TO PUBLIC STORM LINE PER PERMIT THROUGH LACFCO.
- ⓪4 STORM CULVERTS UNDER DRIVEWAY

PARK

- ① RESTROOMS
- ② LIGHT POLE LOCATIONS (TBD)
- ③ 10' +/- RETAINING WALL
- ④ MONUMENT SIGN

WAREHOUSE

SITE AREA	
In s.f.	454,765 s.f.
In acres	10.44 ac
BUILDING AREA	
Office - 1st Floor	10,000 s.f.
Warehouse	201,815 s.f.
Total Building Footprint	211,815 s.f.
Office - 2nd Floor	10,000 s.f.
TOTAL BUILDING AREA	221,815 s.f.
COVERAGE	46.6%
AUTO PARKING REQUIRED	
Office: 1/300 s.f.	67 stalls
Whse: 1/1,000 s.f.	202 stalls
TOTAL	268 stalls
EV AUTO REQUIRED	
EV Capable w th EVSE (8'-6" x 18')	14 stalls
EV Capable w/o EVSE (8'-6" x 18')	37 stalls
ADA EV Van Parking (12' x 18')	1 stalls
ADA EV Std. Parking (9' x 18')	2 stalls
Ambulatory Parking (10' x 18')	2 stalls
Total Required	56 stalls
ADA REQUIRED	
ADA Van Parking (12' x 18')	2 stalls
ADA Std. Parking (9' x 18')	5 stalls
Total Required	7 stalls
AUTO PARKING PROVIDED	
Standard (8'-6" x 18')	122 stalls
ADA Van (12' x 18')	2 stalls
ADA Std (9' x 18')	5 stalls
EV Capable w th EVSE (8'-6" x 18')	14 stalls
EV Capable w/o EVSE (8'-6" x 18')	37 stalls
ADA EV Van Parking (12' x 18')	1 stalls
ADA EV Std. Parking (9' x 18')	2 stalls
Ambulatory Parking (10' x 18')	2 stalls
TOTAL	185 stalls
Additional Parking Plan:	
Standard (8'-6" x 18')	92 stalls
TOTAL	277 stalls
ZONING ORDINANCE FOR CITY	
Proposed Zoning Designation - Commerical - Manufacturing	
MAXIMUM BUILDING HEIGHT ALLOWED	
None	
MINIMUM LANDSCAPE REQ.	
5%	22,738 s.f.
LANDSCAPE PROVIDED	
12.4%	56,470 s.f.
MAXIMUM FLOOR AREA RATIO	
FAR - to be verified	
SETBACKS	
Front - 5'	
Interior/Side/Rear - none	

Source: Kimley-Horn and Associates, Inc., 2024

Figure 3: Project Site Plan
 South El Monte Athletic Fields and Business Park Project

Warehouse

The future warehouse would have approximately 201,815 square feet (sf) of warehouse space, 10,000 sf of ancillary office on the first floor, and 10,000 sf of ancillary office on the mezzanine level for a total 221,815 sf of building space; refer to [Table 1: Building Site Summary](#). The warehouse would be a two-story concrete tilt up warehouse, approximately 45 feet in height. Truck and passenger vehicle access to the warehouse would be provided via two approximately 40-foot driveways on Lexington-Gallatin Road. The building would have a total of 277 passenger vehicle parking spaces located along the northwest and southeast sides of the. The southeast parking lot would have 40 truck trailer parking spaces, allow access to the 27 dock doors, and be shielded by a 14-foot concrete screen wall. In addition, an 8-foot tall wrought iron fence would surround the perimeter of the warehouse site. The building frontage would be setback a minimum of approximately five feet from Lexington-Gallatin Road.

Warehouse (sf)	Office (sf)	Office Mezzanine (sf)	Total Building (sf)	Dock Doors	Parking Stalls	
					Required	Provided
201,815	10,000	10,000	221,815	27	269	277
sf = square feet						

Landscaping

The Project would include landscaping along Lexington-Gallatin Road in front of the proposed screen wall, along the west elevation of the building, along the northeast and northwest property lines, and internal to the site. Landscaping would encompass 12.7 percent of the 10.2-acre business park component, approximately 56,470 sf.

City Park

The Project Applicant does not propose the construction or operation of the park; therefore, specific information regarding final design is not known at this time. This analysis conservatively analyzes the conceptual plan of the future City park, which includes two athletic fields, open lawn areas, public surface parking, restroom facilities, and site access via one driveway off Santa Anita Avenue. The future City park would conceptually have 154 parking spaces with safety and security lighting. The athletic fields would have stadium lighting. The lighting would be shielded to direct the source of light downward and prevent interference with highways and neighboring properties.

Off-Site Improvements

Off-site utility improvements would include sewer main and water main extensions. There is an existing sanitary sewer mainline located approximately 400 feet north of Lexington Gallatin Road at the intersection with Andrews Street. Project implementation would extend the existing sewer line south toward the northern boundary of the Project site on Lexington-Gallatin Road. Additionally, there is an existing water main in Durfee Avenue, approximately 0.3 miles south of the Project site. Project implementation would require a main line extension on Santa Anita Avenue from Durfee Avenue to the Project site on Lexington-Gallatin Road to provide potable water service and fire

protection to the site. Off-site improvements would occur within public rights-of-way.

Wastewater collection for the future City park component of the Project would be provided via either a septic system or running a domestic sewer line through the warehouse component of the Project through a private easement.

General Plan Amendment and Zone Change

The Project would require a General Plan Amendment from the existing Commercial (C) designation to Commercial-Manufacturing (C-M), which would allow for the development of a warehouse use. The Project would also require a zone change from Commercial (C) to Manufacturing (M). Warehousing is a permitted use in the M zone.

Hours of Operation

The tenant(s) of the warehouse facility has not been identified; therefore, the precise nature of facility operations cannot be determined at this time. Any future occupant would be required to adhere to the pertinent City regulations. For the purposes of this analysis, the hours of operation are assumed to be 7 days a week, 24 hours per day.

Construction Activities

Based on assumptions provided by the Applicant, Project construction is anticipated to begin in October 2025 with a construction duration of approximately 12 months. Since information regarding the construction of the City park is not known at this time, it is conservatively assumed that construction of the warehouse component and City park component would occur simultaneously.

The Project proposes to demolish the building remnants and concrete slab located along the southern boundary of the Project site. To maintain the flood storage capacity of the reservoir, the Project proposes to excavate the park component to raise the finished grade of the warehouse component by approximately 229 feet, above the spillway activation elevation using the excavated material. The retention basin elevation within the future park area would have a minimum elevation of approximately 213 feet. Grading activities would require approximately 17,300 cubic yards of export. Construction of the Project would require the following phases: demolition, site preparation, grading, infrastructure improvements, paving, building construction, and architectural coatings.

2.0 Environmental Setting

2.1 Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features.¹ The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bordered by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter.² Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.³

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in

¹ South Coast Air Quality Management District, *2022 Air Quality Management Plan*, December 2022, <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>, accessed July 2024.

² South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

³ California Air Resources Board, *Almanac Resources*, 2024, <https://ww2.arb.ca.gov/resources/documents/almanac-resources>, accessed July 2024.

most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the “mixing height.”⁴ The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

2.2 Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants.⁵ ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere.⁶ For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in [Table 2: Air Contaminants and Associated Public Health Concerns](#).

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen,

⁴ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017

⁵ U.S. Environmental Protection Agency, *Criteria Air Pollutants*, <https://www.epa.gov/criteria-air-pollutants>, accessed July 2024.

⁶ Ibid.

Table 2: Air Contaminants and Associated Public Health Concerns		
Pollutant	Major Man-Made Sources	Human Health Effects
	oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
<p>1. Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).</p>		
<p>Sources: U.S. Environmental Protection Agency, <i>Criteria Air Pollutants</i>, https://www.epa.gov/criteria-air-pollutants, accessed July 2024.</p>		

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e. chronic, carcinogenic or cancer causing) adverse human health effects (i.e. injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200

compounds, including particulate emissions from diesel-fueled engines.⁷

CARB has identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles (such as DPM) and gases produced when an engine burns diesel fuel. DPM includes the particle-phase constituents in diesel exhaust. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.⁸

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

The closest air monitoring station to the Project that monitor ambient concentrations of O₃, CO, NO₂, and PM_{2.5} is Pico Rivera (located approximately two miles to the south of the Project site) and PM₁₀ is Los Angeles- North Main Street (located approximately ten miles west of the Project site). Local air quality data from 2021 to 2023 (the latest currently available) are provided in [Table 3: Ambient Air Quality Data](#) which lists the monitored maximum concentrations and number of exceedances of State or federal air quality standards for each year.

Table 3: Ambient Air Quality Data			
Criteria Pollutant	2021	2022	2023
Ozone (O₃)			
1-hour Maximum Concentration (ppm)	0.104	0.123	0.120
8-hour Maximum Concentration (ppm)	0.074	0.091	0.090
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	2	3	7
NAAQS 8-hour (>0.070 ppm)	3	2	7
Carbon Monoxide (CO)²			
1-hour Maximum Concentration (ppm)	1.786	1.564	1.524
<i>Number of Days Standard Exceeded</i>			

⁷ California Air Resources Board, *Common Air Pollutants*, 2024, <https://ww2.arb.ca.gov/resources/common-air-pollutants>, accessed July 2024.

⁸ California Air Resources Board, *Overview: Diesel Exhaust & Health*, <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>, accessed July 2024.

Table 3: Ambient Air Quality Data			
Criteria Pollutant	2021	2022	2023
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)			
1-hour Maximum Concentration (ppm)	0.072	0.065	0.058
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)			
National 24-hour Maximum Concentration	64.0	61.0	58.0
State 24-hour Maximum Concentration	138.5	43.7	51.6
State Annual Average Concentration (CAAQS=20 µg/m ³)	30.9	24.1	21.8
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	0	0
CAAQS 24-hour (>50 µg/m ³)	17.2	0	6.1
Particulate Matter Less Than 2.5 Microns (PM_{2.5})			
National 24-hour Maximum Concentration	66.0	53.8	60.7
State 24-hour Maximum Concentration	66.1	53.8	60.7
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	8.9	3.1	3.1
<small>NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m³ = micrograms per cubic meter; – = not measured Measurements for O₃, CO, NO₂, and PM_{2.5} taken at the Pico Rivera Monitoring Station at 4144 San Gabriel River Parkway, Pico Rivera, California 90660 (CARB #70185) and for PM₁₀ at the Los Angeles- North Main Street Monitoring Station at 1630 North Main Street, Los Angeles, CA 90012 (CARB #70087)</small>			
<small>Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).</small>			

2.3 Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive land uses nearest to the Project are listed in [Table 4: Sensitive Receptors](#).

Table 4: Sensitive Receptors	
Receptor Description	Distance² and Direction from the Project Site
Whittier Narrows	40 feet to the southeast
Future City Park ¹	40 feet to the west
Single-family Residences	230 feet to the east
Single-family Residences	1,040 feet to the north
South El Monte High School	1,250 feet to the southeast
Shiveley Park	1,750 feet to the north
South El Monte Library	2,600 feet to the north
New Temple Park	2,600 feet to the northeast
New Temple Elementary School	2,700 feet to the northeast
1. The proposed Project would include the future development of a recreational park by the City that would be exposed to emissions	

Table 4: Sensitive Receptors

associated with the operations of the proposed warehouse component. Therefore, this analysis considers the future recreational use as a sensitive receptor.

2. Distance measured from the property line of the Project site to the nearest receptor property line (all numbers are approximate).
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Source: Google Earth, 2024

3.0 Regulatory Setting

The federal and State governments have been empowered by the Federal Clean Air Act (FCAA) and the California Clean Air Act (CCAA), respectively, to regulate the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (U.S. EPA) is the federal agency designated to administer air quality regulation, while the CARB is the State equivalent. Local control in air quality management is provided by CARB through county-level or regional (multi-county) air pollution control districts. CARB establishes air quality standards and is responsible for control of mobile emission sources, while the local air pollution control districts are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide.

3.1 Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA; 42 U.S.C. §§ 7401 et seq.) and its amendments. Under the FCAA, the U.S. EPA developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in [Table 5: State and Federal Ambient Air Quality Standards](#).

Pollutant	Averaging Time	State Standards ^{1,2}	Federal Standards ^{3,4,5}
Ozone (O ₃) ⁶	1 Hour	0.09 ppm (180 µg/m ³)	NA
	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)
Respirable Particulate Matter (PM ₁₀) ⁷	24-Hour	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	NA
Fine Particulate Matter (PM _{2.5}) ⁷	24-Hour	NA	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	9.0 µg/m ³
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
	8 Hour	9.0 ppm (10 mg/m ³)	9.0 ppm (10 mg/m ³)
Nitrogen Dioxide (NO ₂) ⁸	1 Hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO ₂) ⁹	1 Hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³)
	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m ³)

Table 5: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards ^{1,2}	Federal Standards ^{3,4,5}
Lead (Pb) ^{10,11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA	0.15 µg/m ³
Visibility Reducing Particles ¹²	8 hours	See Note 11	NA
Sulfates (SO ₄ ⁻²)	24 Hour	25 µg/m ³	NA
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 µg/m ³)	NA
Vinyl Chloride (C ₂ H ₃ Cl) ¹⁰	24 Hour	0.01 ppm (26 µg/m ³)	NA

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; NA = no information available.

- California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- On February 7, 2024, the national annual PM_{2.5} primary standard was lowered from 12.0 µg/m³ to 9.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15.0 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- The ARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: South Coast Air Quality Management District, Table of Air Quality Standards, July 2024, https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf, accessed February 2025.

Federal Emissions Standards for On-Road Trucks

To reduce emissions from on-road, heavy-duty diesel trucks, the U.S. EPA established a series of increasingly strict emission standards for new engines, starting in 1988. The U.S. EPA promulgated the final and cleanest standards with the 2007 Heavy-Duty Highway Rule. The PM emission standard of 0.01 gram per horsepower-hour (g/hp-hr) is required for new vehicles beginning with model year

2007. Also, the NO_x and nonmethane hydrocarbon (NMHC) standards of 0.20 g/hp-hr and 0.14 g/hp-hr, respectively, were phased in together between 2007 and 2010 on a percent of sales basis: 50 percent from 2007 to 2009 and 100 percent in 2010.

Emission Standards for Off-Road Diesel Engines

To reduce emissions from off-road diesel equipment, the U.S. EPA established a series of cleaner emission standards for new off-road diesel engines. Tier 1 standards were phased in from 1996 to 2000 (year of manufacture), depending on the engine horsepower category. Tier 2 standards were phased in from 2001 to 2006. Tier 3 standards were phased in from 2006 to 2008. Tier 4 standards, which generally require add-on emission control equipment to attain them, were phased in from 2008 to 2015.

3.2 State of California

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.⁹

The CCAA, which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with the CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting the federal clean air standards for the State of California.¹⁰ Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in Table 5.

3.3 Regional

Southern California Association of Governments

Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial counties, and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide for the region, which includes Growth Management and Regional Mobility chapters

⁹ California Air Resources Board, *California Ambient Air Quality Standards*, <https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards>, accessed July 2024.

¹⁰ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017, <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>, accessed July 2024.

that form the basis for the land use and transportation control portions of the 2022 South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan. SCAG is responsible under the CCAA for determining transportation conformity of projects, plans, and programs with the SCAQMD.

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that State and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing each AQMP, with input from the SCAG and CARB. The AQMP is a comprehensive plan that includes control strategies to reduce emissions from stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, has jurisdiction over mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017.¹¹ The purpose of the 2016 AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with those NAAQS for which the basin is in nonattainment (i.e., the federal 24-hour PM_{2.5} air quality standard), and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O₃ standards. The 2016 AQMP incorporated the latest scientific and technological information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.¹²

On October 1, 2015, the U.S. EPA strengthened the NAAQS for ground-level O₃. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the strengthened requirements for meeting the 2015 ground-level 8-hour O₃ standard.¹³ The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and

¹¹ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017, <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>, accessed July 2024.

¹² Southern California Association of Governments, *Connect SoCal (2020–2045 RTP/SCS)*, Demographics and Growth Forecast adopted September 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579, accessed July 2024.

¹³ South Coast Air Quality Management District, *2022 Air Quality Management Plan*, December 2022, <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>, accessed July 2024.

energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. Like earlier AQMPs, the 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS and updated emission inventory methodologies for various source categories.¹⁴

The SCAQMD has published the CEQA Air Quality Handbook (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008).¹⁵ The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and suggests thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of SCAQMD’s CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The State and federal attainment status designations for the SCAB are summarized in Table 6: South Coast Air Basin Attainment Status. The SCAB is currently designated as a nonattainment area with respect to the State O₃, PM₁₀, and PM_{2.5} standards, as well as the national 8-hour O₃ and PM_{2.5} standards. The SCAB is designated as attainment or unclassified for the remaining State and federal standards.

Pollutant	State	Federal
Ozone (O ₃) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O ₃) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM _{2.5}) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter (PM _{2.5}) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM ₁₀) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM ₁₀) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO ₂) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO ₂)	Attainment	Unclassifiable/Attainment

¹⁴ Southern California Association of Governments, *Connect SoCal (2020–2045 RTP/SCS)*, Demographics and Growth Forecast adopted September 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579, accessed July 2024.

¹⁵ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, July 2008, <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed July 2024.

Table 6: South Coast Air Basin Attainment Status		
(1 Hour Standard)		
Sulfur Dioxide (SO ₂) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	Nonattainment (Partial) ¹
Sulfates (SO ₄₋₂) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H ₂ S) (1 Hour Standard)	Unclassified	–
Source: South Coast Air Quality Management District, <i>Air Quality Management Plan</i> , 2022; U.S. Environmental Protection Agency, <i>Nonattainment Areas for Criteria Pollutants (Green Book)</i> , 2024.		

The Project must comply with the following SCAQMD rules:

- **Rule 401 (Visible Emissions)** – A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.
- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing or crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** - This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.
 - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the work day to remove soil from pavement.

- **Rule 431.2 (Sulfur Content of Liquid Fuels)** - This rule limits the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- **Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines)** – This rule would minimize emissions associated with stationary engines over 50 horsepower by establishing operating requirements and emission standards, enforcing the Airborne Toxics Control Measure, and requiring owners and operators to submit a Compliance Status Report and a Compliance Plan to the SCAQMD.
- **Rule 2202 (On-Road Motor Vehicle Mitigation Options)** – This rule requires employers with 250 or more employees to implement an approved mobile source emission reduction measure, in compliance with FCAA and CCAA requirements, Health and Safety Code Section 40458, and Section 182(d)(1)(B) of the FCAA.
- **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NO_x and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

3.4 Local

City of South El Monte General Plan

The City of South El Monte’s General Plan outlines the concerns of the community and the means of addressing those concerns. The Resources Element and the Public Health, Safety, and Environmental Justice Element of the General Plan identifies goals and policies that protect City residents from air pollution. General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect and are applicable to the proposed Project are as follows:

Resources Element

Goal 5.0: Improve air quality for future generations of South El Monte residents.

Policy 5.1: Continue to improve traffic flow through within the City.

Policy 5.2: Review the zoning regulations annually to identify whether revisions are required to accommodate and encourage the use of alternative-fuel vehicles (e.g. electric cars)

Public Health, Safety, and Environmental Justice Element

Goal 2: Promote a community safe from human-caused hazards.

Policy 2.1: Reduce Localized Air Pollution Exposure Near Major Roads.

Action 2.1b: Designate truck routes away from residential neighborhoods and other sensitive uses.

Action 2.1c: Use landscaping and other buffers to separate existing sensitive uses from rail lines, heavy industrial facilities, and other emissions sources.

Policy 2.4: Support Remediation and Pollution Prevent Efforts that Arise from Industrial, Roadway, and Household Sources.

Action 2.4c: Limit diesel truck idling, including construction and transit vehicles, within 100 feet of schools, parks, and residences.

Action 2.4d: Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.

4.0 Significance Criteria and Methodology

4.1 Air Quality Thresholds

State CEQA Guidelines Appendix G

The City uses the thresholds of significance specified in the *State CEQA Guidelines, Appendix G Environmental Checklist Form*. Impacts concerning air quality would be significant if a project would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable state or federal ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

South Coast Air Quality Management District

Mass Emissions Thresholds

According to the CEQA Appendix G, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for criteria pollutant and precursor emissions during construction and operational activities of land use development projects, as shown in [Table 7: South Coast Air Quality Management District Emissions Thresholds](#).

Criteria Air Pollutants and Precursors	Daily Emissions (pounds/day)	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: South Coast Air Quality Management District, *CEQA Air Quality Significance Thresholds*, March 2023.

Localized Significance Thresholds

In addition to the CO hotspot analysis below, the SCAQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a Project site without expecting to cause or substantially contributing to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is

required for all projects that disturb 5 acres or less on a single day. The Project site is located within SCAQMD SRA 11 (South San Gabriel Valley). The nearest existing sensitive receptors are the recreational uses (Whitter Narrows Recreation Area), the nearest portion of which is located approximately 40 feet (12 meters) to the southeast of the Project site. The nearest portion of the future City park would be located approximately 40 feet (12 meters) to the west of the proposed warehouse building. LSTs associated with the 25-meter threshold for 1-acre, 2-acre, and 5-acre projects in SRA 11 are provided in Table 8: Local Significance Thresholds for Construction/Operations.

Project Size	Nitrogen Oxide (NO _x) – lbs/day	Carbon Monoxide (CO) – lbs/day	Coarse Particulates (PM ₁₀) – lbs/day	Fine Particulates (PM _{2.5}) – lbs/day
1 Acre	83/83	673/673	5/1	4/1
2 Acres	121/121	1,031/1,031	7/2	5/2
5 Acres	183/183	1,841/1,814	14/4	9/2

Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology*, July 2008.

LSTs associated with all acreage categories are provided in for Table 8 informational purposes, which shows that LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on daily acreage disturbed. The operational LST acreage is based on the total area of the project site. As acreage increases, pollutants have a greater area to disperse and concentrations would be lower. As such, LSTs increase as acreage increases and the 5-acre operational LSTs are conservatively used to evaluate the approximately 21-acre project site.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, operations associated with the Project would also be subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts (known as CO “hot spots”). The significance of localized CO impacts depends on whether changes in ambient CO levels attributed to the traffic generated by project operations would exceed the State and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour).

It has long been recognized that one of the greatest contributors of CO to outdoor air is cars.¹⁶ Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent).¹⁷ With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have

¹⁶ U.S. Environmental Protection Agency, *Basic Information about Carbon Monoxide (CO) Outdoor Air Pollution*, 2023, <https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution#:~:text=The%20greatest%20sources%20of%20CO,can%20affect%20air%20quality%20indoors>, accessed July 2024.

¹⁷ California Code of Regulations Section 1961, *Exhaust Emission Standards and Test Procedures – 2004 through 2019 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles*, 2022, https://ww2.arb.ca.gov/sites/default/files/2023-02/cleancomplete_lev_ghg_regs_11_2022.pdf, accessed July 2024.

steadily declined.^{18, 19} Accordingly, with steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. An analysis prepared for CO attainment in the SCAB by the SCAQMD is useful for current evaluations of the potential for CO exceedances. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 *Air Quality Management Plan*.²⁰ Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of air quality management plans. The SCAB was re-designated as attainment under the 1-hour and 8-hour standards (as reported in [Table 6](#) above) in 2007 and CO is no longer addressed in the SCAQMD's Air Quality Management Plan (AQMP).

The 2003 *Air Quality Management Plan* is the most recent AQMP that addressed CO concentrations. As part of the 2003 AQMP CO Modeling Attainment Demonstration, an analysis was performed utilizing dispersion modeling.²¹ As an initial screening step, if a project roadway segment does not exceed an Average Daily Traffic (ADT) of 100,000 per day, then the project does not need to prepare a detailed CO hot spot analysis.

4.2 Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod) version 2022.1. CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod. Project construction is anticipated to occur over approximately 12 months beginning in the third quarter of 2025 and ending in the third quarter of 2026.²² The analysis conservatively assumes that the proposed warehouse building, off-site improvements, billboard, and future City park improvements would be constructed concurrently.

¹⁸ South Coast Air Quality Management District, *Carbon Monoxide Redesignation Request and Maintenance Plan*, February 2005, https://ww2.arb.ca.gov/sites/default/files/classic/planning/sip/sccosip05/sccosip_redesig_mplan.pdf, accessed July 2024.

¹⁹ U.S. Environmental Protection Agency, *Carbon Monoxide Trends*, 2023, <https://www.epa.gov/air-trends/carbon-monoxide-trends>, accessed July 2024.

²⁰ South Coast Air Quality Management District, *Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstrations*, August 2003, <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/2003-aqmp>, accessed July 2024.

²¹ Ibid.

²² Emissions in future years (i.e., due to a later construction start date or operational opening year) would be lower due to phased-in emissions standards, inspection and maintenance requirements, and fleet turnover. Specifically, project construction was modeled to start in the third quarter of 2025 but may commence at a later date. As such, construction impacts would be less than those analyzed due to the use of more energy-efficient and cleaner burning construction vehicle fleet mix, pursuant to state regulations that require vehicle fleet operators to phase-in less polluting heavy-duty equipment. As a result, Project-related construction air quality impacts would be lower than the impacts disclosed herein. For emissions modeling purposes, conservatively analyzing the emissions using an earlier construction start date (i.e., third quarter of 2025), provides for a worst-case analysis and full disclosure of potential air quality impacts, as required by CEQA.

Project operations (i.e., warehouse and future City park) would result in emissions of area sources (consumer products such as solvents used in non-industrial applications), energy sources (natural gas usage), and mobile sources (motor vehicles from Project generated vehicle trips). It should be noted that billboard emissions would be generated by electricity usage and were calculated in the Project's Greenhouse Gas Emissions Assessment.²³ Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The operational emissions sources are described below.

- **Area Source Emissions.** Area source emissions would be generated due to consumer products, on-site equipment, architectural coating, and products used to treat on-site landscaping that were previously not present on the site. Consumer products are various solvents used in non-industrial applications, which emit VOCs during product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries.

The entire Project would not use consumer products as specified by the CalEEMod user guide. The warehouses include office space and may have small kitchen areas and bathrooms that would use cleaning products, however the majority of the square footage for the Project would be used for warehousing/distribution. Negligible quantities of personal care products, home, lawn, and garden products, disinfectants, sanitizers, polishes, cosmetics, and floor finishes would be used. As the default CalEEMod area source rates are based on a Statewide average, ROG emissions are therefore likely overestimated for the proposed warehouse component of the Project and therefore conservative assumption for the purposes of this analysis.

- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary energy uses include space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions were calculated in CalEEMod.

Mobile Source Emissions. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source. Project-generated vehicle emissions are based on the trip generation estimates and have been incorporated into CalEEMod, as recommended by the SCAQMD. According to the Transportation Study - *South El Monte Athletic Fields and Business Park Project*, prepared by Kimley-Horn and Associates, Inc. (2025), the Project would generate approximately 1,997 total daily vehicles, of which the City park component would generate approximately 810 passenger vehicles and the warehouse component of the Project would generate approximately 1,187 passenger vehicles and 320 truck vehicles.²⁴

Adjustments were made in CalEEMod to reflect the warehouse truck trip lengths and fleet mix characteristics. The warehouse truck trip lengths were adjusted to 33.2 miles, based on the distance to the Ports of Los Angeles and Long Beach, as well as CARB estimates for

²³ Kimley-Horn and Associates, Inc., *South El Monte Athletic Fields and Business Park Project Greenhouse Gas Emissions Assessment*, 2025.

²⁴ Kimley-Horn and Associates, Inc., *Transportation Study - South El Monte Athletic Fields and Business Park Project*, 2025.

drayage trucks.²⁵ Trucks are classified by type (or axle configuration) into light heavy-duty trucks (LHDT), medium heavy-duty trucks (MHDT), and heavy heavy-duty trucks (HHDT), reflecting a mix of large trucks with 2, 3, and 4 or more axles. To better represent warehouse-specific operations, the warehouse fleet mix was adjusted to represent 17 percent LHDT, 23 percent MHDT, and 60 percent HHDT.²⁶ In total, the warehouse component of the Project would generate 320 truck trips.

- **Emergency Backup Generators.** It is unknown at this time whether the warehouse component would include an emergency backup generator. For the purposes of this analysis, it is conservatively assumed that the warehouse component of the Project would include an emergency backup generator. A backup generator would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with this type of equipment were included to be conservative. Emissions from an emergency backup generator for the proposed warehouse building was calculated separately from CalEEMod using default emission rates; refer to [Appendix A: Air Quality Modeling Data](#). If a backup generator is ultimately proposed, the end user (the future operator of the warehouse building) would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions if and when a backup generator is in use. It should be noted that the Project may include an electric fire pump to provide additional water pressure for an early-suppression fast-response (ESFR) fire sprinkler system. In the event that the building loses electricity, power for the electric fire pump would be provided by the emergency backup generator.
- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road cargo handling equipment used during operational warehouse activities. For the Project, it was conservatively assumed that the warehouse would include approximately one diesel yard truck and five diesel forklifts for loading and unloading goods per the SCAQMD High Cube Warehouse Truck Trip Study White Paper. It should be noted that the Project does not include cold storage. Therefore, this analysis models the proposed warehouse building as unrefrigerated, and the Project would not include emissions from transport refrigeration units (TRUs).

As discussed above, the SCAQMD provides significance thresholds for emissions associated with proposed Project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized construction and operational effects from Project on-site emissions were evaluated in accordance with the SCAQMD's LST methodology, which uses on-site mass emissions rate look-up

²⁵ California Air Resources Board, *Mobile Source Emissions Inventory (MSEI) Documentation – Drayage Trucks*, Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards, <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-documentation-road-heavy-duty-diesel>, accessed May 2025.

²⁶ WSP, *RCTC Truck Study and Regional Logistics Mitigation Fee, Technical Memorandum 1: Exiting and Future Conditions, Warehouse-Related Land Use Data & Truck Travel Patterns*, October 2017.

tables and Project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes area sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). However, the CalEEMod model outputs do not separate on-site and off-site emissions for mobile sources. On-site mobile emissions equate to approximately six percent of the project-related new mobile sources. The on-site one-way truck trip length is conservatively anticipated to be approximately a 0.15-mile, which is approximately 0.5 percent of the 33.2-mile truck trip length modeled in CalEEMod. The on-site one-way trip length for passenger vehicles is conservatively anticipated to be approximately 0.33-mile, which is approximately five percent of the 6.13-mile truck trip length modeled in CalEEMod.

5.0 Potential Impacts and Mitigation

Threshold 5.1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP and 2022 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The 2022 AQMP builds upon measures already in place from previous AQMPs.²⁷ The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 8-hour ozone NAAQS. Air quality management planning is a regional and multi-agency effort including the SCAQMD, the CARB, the Southern California Association of Governments (SCAG), and the U.S. EPA. The AQMPs' pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's growth projections and the RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's 2016 and 2022 AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is

²⁷ South Coast Air Quality Management District, *2022 Air Quality Management Plan*, page ES-2, December 2022. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>. Accessed July 2024.

to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.²⁸

Consistency Criterion No. 1 refers to exceedances of the CAAQS or NAAQS. As discussed in Threshold 5.2 (cumulative net increase in air emissions), the Project would not exceed the construction or operational standards. Therefore, the Project would not exceed the CAAQS or NAAQS, would not contribute to an existing air quality violation, and is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the 2022 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts (SCAG's 2020-2045 RTP/SCS). SCAG's growth forecasts are made in consultation with local governments and with reference to their local general plans. SCAGs forecast 2045 population is based on the Project site's existing land use designations (Commercial). To implement the development, the Project proposes a General Plan Amendment to change the site's land use designations from Commercial to Commercial-Manufacturing. Under the existing land use designation (Commercial), the Project would generate 448 employees. However, the proposed Project (Commercial-Manufacturing) would generate 358 employees.^{29,30} Therefore, the proposed Commercial-Manufacturing land use would generate less employees than the Commercial land use. Thus, the Project would not cause the City's General Plan buildout population forecast to be exceeded. The growth forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, as the SCAQMD has incorporated these same projections into the AQMPs, it can be concluded that the proposed Project would be consistent with the projections. Thus, no impact would occur, as the Project is also consistent with the second criterion

Air pollutant emissions resulting from Project implementation would not exceed the SCAQMD localized significance thresholds. Localized significance thresholds were developed to ensure no exceedances of the California or federal ambient air quality standards would occur if project emissions were below thresholds.³¹ As the Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for air quality pollutants (including VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}), the Project also would not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. In addition, because the Project would not cause the City's General Plan buildout population forecast to be exceeded, the Project would be consistent with the emissions forecasts in the AQMPs and AQMP control

²⁸ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

²⁹ Commercial-Manufacturing land use: Based on an employment generation factor of one employee per 749 sf of warehouse use, the warehouse component of the Project could employ approximately 297 employees. Based on an employment generation factor of 5.71 employees per acre of local parks/recreational areas, the public park component of the Project could employ 61 employees. Thus, the Project would generate a total of 358 employees. (Source: Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Table 4B.*; and Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Appendix B: Employment Densities By Anderson Code, using code 1820 for Local Parks and Recreation in the County of Los Angeles.*)

³⁰ Commercial land use: Under the existing General Plan designation, it is assumed that the project site could be developed with 228,690 sf of commercial uses. Using an employment generation factor of one employee per 511 sf of retail/commercial use, development of the site with commercial uses could generate approximately 448 employees. (Source: Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Table 4B.*; and Natelson Company, Inc, 2001, *Employment Density Study Summary Report Prepared for SCAG, Appendix B: Employment Densities By Anderson Code, using code 1820 for Local Parks and Recreation in the County of Los Angeles.*)

³¹ South Coast Air Quality Management District, *Localized Significance Thresholds*, <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed July 2024.

measures. Based on the foregoing, the Project would not conflict with or obstruct the implementation of the AQMPs or any applicable air quality plan. Impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

Threshold 5.2 Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard?

The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions could contribute to existing cumulatively significant adverse air quality impacts. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than significant impact on a cumulative basis.³² Therefore, a project with projected emissions that would exceed SCAQMD thresholds would also make a cumulatively considerable contribution to a significant cumulative impact and, conversely, a project with projected emissions that would be below SCAQMD thresholds would not make a cumulatively considerable contribution to a significant cumulative impact.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the SCAB include ozone-precursor pollutants (i.e., ROG and NO_x), PM₁₀, and PM_{2.5}. Construction-generated emissions of these criteria pollutants would be short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated were to exceed the SCAQMD's thresholds of significance.

Project construction would result in the temporary generation of criteria pollutant emissions from all phases of construction, including demolition, site grading, building construction, and architectural coating, as well as from motor vehicle exhaust associated with construction equipment, materials deliveries and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely generated by motor vehicle exhaust and ground disturbance; the volume of airborne particulate matter is largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water to avoid fugitive dust exposure.

Project construction is anticipated to occur over approximately 12 months beginning in the third quarter 2025 and ending in the third quarter of 2026. Construction-generated emissions associated with the Project were calculated using the CARB-approved California Emissions Estimator Model

³² South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003, <https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>, accessed July 2024.

(CalEEMod), version 2022.1, which is designed to model emissions for land use development projects based on typical construction requirements. It was assumed that all construction equipment operated during each individual phase would be operated simultaneously, to provide a conservative analysis. See [Appendix A](#) for more information regarding the construction assumptions used in this analysis. This analysis is also conservative because it assumes that both the proposed warehouse building and the improvements for the future City park would be constructed concurrently and be operational in the third quarter of 2026. It is noted that due to technology improvements for construction equipment, emissions from Project construction activities would likely be lower than those shown in the following table if construction were to occur in later years.

The predicted maximum daily construction-generated criteria pollutant emissions for the proposed Project are reported in [Table 9: Project Construction Criteria Pollutant Emissions](#). As noted in [Table 9](#), the Project’s emissions were calculated assuming mandatory compliance with SCAQMD Rule 403, fugitive dust control measures.

Table 9: Project Construction Criteria Pollutant Emissions						
Construction Year	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions^{1,2}						
Year 1 (2025)	5.86	54.88	52.35	0.09	8.55	4.97
Year 2 (2026)	49.51	23.35	36.71	0.05	2.74	1.25
Maximum Emissions	49.51	54.88	52.35	0.09	8.55	4.97
SCAQMD Thresholds	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less 1. Worst-case seasonal maximum emissions are reported. 2. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.						
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.						

The results summarized in [Table 9](#) show that the Project’s regional criteria pollutant emissions during construction would remain below applicable thresholds, even with conservative assumptions made above. Project construction would also comply with SCAQMD Rules 402 (Nuisance)³³ and 1113 (Architectural Coatings)³⁴ and CARB’s anti-idling regulations, which prohibit idling for more than five minutes; however, compliance with these rules was not assumed when estimating the Project’s construction emissions for purposes of a conservative analysis. Therefore, the Project’s maximum-day construction emissions of criteria pollutants would be even lower than reported in [Table 9](#) when the Project’s compliance with SCAQMD Rules 402 and 1113 and CARB’s anti-idling regulations are taken into account.

The Project’s estimated criteria pollutant emissions during construction would be below their respective thresholds. Impacts would be less than significant, and no mitigation is required.

³³ SCAQMD Rule 402 prohibits the discharge of quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public or have a natural tendency to cause injury or damage to business or property.

³⁴ SCAQMD Rule 1113 sets limits on the VOC content of architectural coatings.

Operational Emissions

The Project’s operational emissions would be associated with area sources (e.g., landscape maintenance equipment, architectural coatings, etc.), energy sources, and mobile sources (i.e., motor vehicle use). Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions attributable to the Project are summarized in [Table 10: Operational Criteria Pollutant Emissions](#).

Table 10: Operational Criteria Pollutant Emissions						
Source	Maximum Pounds Per Day					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Unmitigated Emissions¹						
Area	6.92	0.08	9.65	0.00	0.02	0.01
Energy	0.06	1.15	0.96	0.01	0.09	0.09
Mobile – Trucks	0.71	31.87	12.79	0.28	9.89	2.94
Mobile – Passenger Cars	5.48	4.55	59.99	0.15	14.62	3.77
Emergency Generator	0.50	1.39	1.27	<0.01	0.07	0.07
Off-Road Yard Trucks ²	0.06	0.33	3.31	0.01	0.01	0.01
Off-Road Forklifts ²	0.04	0.19	2.68	<0.01	0.01	0.01
<i>Total Emissions</i>	13.78	39.56	90.65	0.44	24.71	6.90
SCAQMD Thresholds	55	55	550	150	150	55
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less Total values are from CalEEMod and may not add up 100% due to rounding. 1. Worst-case seasonal maximum emissions are reported. 2. Emissions were calculated with CARB OFFROAD 1.0.5. Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.						

As summarized in [Table 10](#), and discussed above, operational (i.e., area, energy, mobile, emergency generator, and off-road equipment) emissions would not exceed SCAQMD thresholds for any criteria pollutant. Therefore, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, approval of the Project would not result in any significant project-level effects relating to operational air quality emissions.

Cumulative Impacts

The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the construction and operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to SCAB’s existing air quality conditions. In addition, Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than significant impact on a cumulative

basis unless there is other pertinent information to the contrary.³⁵ Therefore, a project whose emissions would exceed SCAQMD thresholds would also make a cumulatively considerable contribution to a significant cumulative impact and, conversely, a project whose emissions would be below SCAQMD thresholds would not make a cumulatively considerable contribution to a significant cumulative impact.

Cumulative Construction Impacts

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} under the State standards and nonattainment for O₃ and PM_{2.5} under the federal standards. As discussed above, the Project's construction-related emissions, by themselves, would not exceed the SCAQMD significance thresholds for criteria pollutants. As discussed above, if a project is estimated to result in emissions that do not exceed SCAQMD thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be considered to be cumulatively considerable.³⁶ Project construction-related emissions would not exceed the SCAQMD significance thresholds for any of the criteria pollutants (see [Table 9](#)). Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions as outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be used during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include the related projects. As concluded above, the Project's construction-related impacts would be less than significant, and its compliance with SCAQMD rules and regulations would further minimize the proposed Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other, related projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Cumulative impacts would be less than significant, and no mitigation is required.

Cumulative Operational Impacts

As discussed above, projects that would result in operational emissions that do not individually exceed SCAQMD regional thresholds of significance are not considered to make a cumulatively considerable contribution to a significant cumulative impact on air quality in the SCAB. The Project's operational emissions would not exceed the SCAQMD thresholds (see [Table 10](#)). As a result, operational emissions associated with the Project would not make a cumulatively considerable contribution to significant cumulative air quality impacts. Cumulative impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

³⁵ South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003, <https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>, accessed July 2024.

³⁶ *Ibid.*

Threshold 5.3 Would the Project expose sensitive receptors to substantial pollutant concentrations?

Localized Construction Significance Analysis

To assess the potential for Project construction to create impacts to sensitive receptors (see Table 4 above), the SCAQMD recommends utilizing its Localized Significance Thresholds (LSTs) for construction. The LSTs were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4) and are based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the State or federal ambient air quality standard (the more stringent of the two).³⁷ The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance.³⁸ The LST methodology assists lead agencies in their project-specific analysis of the potential localized impacts associated with proposed projects. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters.

The nearest existing sensitive receptor to the Project site are recreational uses (Whittier Narrows Recreation area), the nearest portion of which is located approximately 40 feet (12 meters) to the southeast of the Project site. The nearest portion of the future City park would be located approximately 40 feet (12 meters) to the west of the proposed warehouse building). LSTs were determined based on the closest distance of 25 meters, which is consistent with the SCAQMD LST methodology. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 11: Equipment-Specific Grading Rates was used to determine the maximum daily disturbed acreage for the LST analysis.³⁹ For this Project, the appropriate SRA for the LSTs is the South San Gabriel Valley (SRA 11) area, since this SRA includes the Project site. LSTs take into consideration emissions of NO_x, CO, PM₁₀, and PM_{2.5}.⁴⁰ The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size.⁴¹ Based on the daily construction equipment assumed for the Project and modeled in CalEEMod, Project construction is anticipated to disturb a maximum of 3 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 3-acre threshold were interpolated and utilized for this analysis.

³⁷ South Coast Air Quality Management District, *Localized Significance Thresholds*, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed July 2024.

³⁸ Ibid.

³⁹ South Coast Air Quality Management District, *Sample Construction Scenarios for Projects Less than Five Acres in Size*, February 2005. <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf?sfvrsn=2>, accessed July 2024.

⁴⁰ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, July 2008, <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed July 2024.

⁴¹ Ibid.

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Dozers	3	0.5	8	1.5
<i>Total Acres Graded per Day</i>					1.5
Grading	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2
<i>Total Acres Graded per Day</i>					3
Maximum Acres Graded per Day					3

Source: CalEEMod version 2022.1. Refer to [Appendix A](#) for model outputs.

The SCAQMD’s methodology states that “off-site mobile emissions from the Project should not be included in the emissions compared to LSTs.”⁴² Therefore, for purposes of the construction LST analysis, only the emissions included in the CalEEMod “on-site” emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest existing sensitive receptor is located approximately 40 feet (12 meters) to the southeast of the Project site and the nearest portion of the future City park would be located approximately 40 feet (12 meters) to the west of the proposed warehouse building. LSTs were determined based on the total acres graded per day (3 acres; see above) at the closest distance of 25 meters, which is consistent with the SCAQMD LST methodology. [Table 12: Localized Significance of Construction Emissions](#) presents the unmitigated localized emissions during each individual and overlapping construction phase. As stated above, compliance with SCAQMD Rules 402 and 1113 and CARB anti-idling regulations were conservatively not assumed when estimating the Project’s localized construction emissions for [Table 12](#). Therefore, the Project’s maximum-day localized construction emissions would be even lower than reported in [Table 12](#). The emissions of these pollutants on the peak day of construction would not exceed the LSTs and therefore would not create substantial concentrations of pollutants at the sensitive receptors closest to the Project site or cause or contribute to an exceedance of federal or State ambient air quality standards. Impacts would be less than significant, and no mitigation is required.

Source/Activity	Emissions (pounds per day) ^{1,2}			
	NO _x	CO	PM ₁₀	PM _{2.5}
Individual Construction Phases				
Demolition (2025)	22.20	19.92	1.45	0.93
Site Preparation (2025)	31.64	30.18	6.48	3.88
Grading (2025)	29.68	28.31	3.63	2.09
Infrastructure Improvements (2025)	4.78	6.71	0.20	0.18
Infrastructure Improvements (2026)	4.56	6.67	0.17	0.16
Building Construction (2025)	10.44	13.04	0.43	0.40
Building Construction (2026)	9.85	12.97	0.38	0.35
Paving (2026)	7.12	9.94	0.32	0.29
Architectural Coating (2026)	0.86	1.13	0.02	0.02
Overlapping Construction Phases				
Demolition/Site Preparation (2025)	53.84	50.10	7.93	4.81

⁴² Ibid.

Table 12: Localized Significance of Construction Emissions				
Source/Activity	Emissions (pounds per day)^{1,2}			
	NO_x	CO	PM₁₀	PM_{2.5}
Infrastructure Improvements/Building Construction/Paving (2026)	21.53	29.58	0.87	0.80
<i>Maximum Daily Emissions</i>	53.84	50.10	7.93	4.81
SCAQMD LST (for 3 acres at 25 meters)	142	1,292	9	6
Maximum Daily Emissions Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less 1. Worst-case seasonal maximum daily emissions are reported. 2. Mandatory compliance with SCAQMD Rule 403 Fugitive Dust applied for construction emissions. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.				
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g. warehouse or transfer facilities).⁴³ Since the Project includes a warehouse building, the operational phase LST protocol is conservatively applied to both the area source and a portion of the mobile source emissions. The nearest sensitive receptors are the existing (Whittier Narrows Recreation Area) and proposed recreational uses (the future City Park component) located approximately 40 feet (12 meters) to the southeast and west of the Project site, respectively. It should be noted that the future City Park component is within the project site boundaries, located approximately 40 feet from the proposed warehouse building. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, the LST thresholds for SRA 11 at 25 meters were utilized in this analysis.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in [Table 13: Localized Significance of Operational Emissions](#), conservatively include all on-site Project-related stationary sources, on-site off-road equipment (forklifts, yard trucks, and generators), and on-site mobile sources, since a portion of mobile sources could include vehicles idling on-site. Table 13 shows that the maximum unmitigated daily emissions of these pollutants generated during Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Impacts would be less than significant, and no mitigation is required.

⁴³ Ibid.

Table 13: Localized Significance of Operational Emissions				
Activity	Emissions (pounds per day)^{1,2}			
	NO_x	CO	PM₁₀	PM_{2.5}
On-Site Emissions (Area, Energy, Mobile, ³ and Off-Road Equipment Sources)	3.53	21.16	1.03	0.41
SCAQMD Localized Screening Threshold (for 5.0 acres at 25 meters)	183	1,814	4	2
Exceed SCAQMD Threshold?	No	No	No	No
<small>NO_x = Nitrogen Oxides; CO = Carbon Monoxide; PM₁₀ = Particulate Matter 10 microns in diameter or less; PM_{2.5} = Particulate Matter 2.5 microns in diameter or less</small>				
<small>1. As recommended by the SCAQMD, worst-case seasonal maximum daily emissions are reported. 2. On-site emissions consist of area, energy, mobile, and off-road equipment sources. 3. The on-site one-way trip length is anticipated to be 0.15-mile for trucks and 0.33-mile for passenger vehicles, which is approximately 0.5 percent of the 33.2-mile truck trip length and 5 percent of the 6.13-mile passenger car trip length modeled in CalEEMod. Specifically, mobile on-site emissions were calculated using the following: mobile on-site emissions = (vehicle on-site trip distance/vehicle total trip distance) * mobile emissions</small>				
<small>Source: CalEEMod version 2022.1. Refer to Appendix A for model assumptions and outputs.</small>				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project’s significant air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783).

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program⁴⁴ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air pollutant emissions necessary, with an adequate margin of safety, to protect the public health. Therefore, Projects that do not exceed the SCAQMD’s LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

As previously discussed, localized effects of on-site Project emissions on nearby sensitive receptors were found to be less than significant (refer to [Table 12](#) and [Table 13](#)). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable State or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air pollutant emissions necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been

⁴⁴ Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S).

summarized above and discussed in the Regulatory Setting section. Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards. Impacts would be less than significant, and no mitigation is required.

Localized Carbon Monoxide Analysis

Projects that would not produce traffic volumes resulting in more than 100,000 daily vehicles along project area roadway segments are not required preparation of a detailed CO hot spot analysis. The proposed Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's 2003 CO hot-spot analysis. Durfee Ave between Rosemead Boulevard and Santa Anita Avenue has an existing vehicle count of 18,745; Durfee Avenue between Santa Anita Avenue and Peck Road has an existing vehicle count of 16,587; Santa Anita Avenue between State Route 60 and Lexington-Gallatin Road has an existing vehicle count of 10,823; Santa Anita Avenue between Lexington-Gallatin Road and Durfee Avenue has an existing vehicle count of 8,852; and Lexington-Gallatin Road east of Santa Anita Avenue has an existing vehicle count of 1,079. Because the Project's 1,997 daily vehicle trips in combination with existing vehicle volumes would not come close to 100,000 daily vehicles, it can be reasonably inferred that CO hotspots would not be experienced at any of the intersections in the vicinity of the project. Therefore, the Project would not result in any significant effects relating to CO concentrations because sensitive receptors would not be exposed to any CO hotspots as a result of the Project. Impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

Threshold 5.4 **Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Odors may be generated during Project construction associated with equipment diesel exhaust, architectural coatings, volatile organic compounds, and paving activities. However, these standard construction-related odors would be temporary, are not expected to affect a considerable number of people, and would disperse rapidly. Therefore, the Project would comply with SCAQMD Rule 402. Further, standard construction requirements and compliance with established regulations (Code of

Federal Regulations [CFR], Part 1926 – *Safety and Health Regulations for Construction*, Subpart H – *Materials Handling, Storage Use and Disposal, et al.*) addressing construction materials storage, use, and disposal would minimize odor impacts from construction activity. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Impacts would be less than significant, and no mitigation is required.

Operations

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as potentially significant sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project proposes the construction of a warehouse, which would not involve the types of uses that would emit objectionable odors affecting considerable numbers of people. The Project would not include any of the land uses that have been identified by the SCAQMD as significant odor sources. Therefore, the Project would comply with SCAQMD Rule 402. Impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

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Appendix A

Air Quality Modeling Data

South El Monte Athletic Fields and Business Park Project

CalEEMod Assumptions

Land Use

Land Use ¹	Size	Landscaping	Metric
Unrefrigerated Warehouse-No Rail	221.815	56.428 ²	KSF
City Park	10.97	0	AC
Parking Lot	166.07	0	KSF
Other Asphalt Surfaces	0.29	0	AC
KSF = thousand square feet; AC = acre 1. Warehouse = warehouse building, City Park = future recreational park developed by the City, Parking Lot = warehouse parking lot, and Other Asphalt Surfaces = off site improvements 2. based on PD, landscaping would encompass 12.7% of the warehouse area			

Construction

Schedule

Phase Name	Start Date	End Date	Workdays
Demolition	10/1/2025	10/8/2025	6
Site Preparation	10/1/2025	10/8/2025	6
Grading	10/9/2025	11/30/2025	37
Building Construction	12/1/2025	8/1/2026	175
Paving	2/1/2026	4/1/2026	43
Architectural Coating	8/1/2026	10/1/2026	44
Infrastructure Improvements	12/1/2025	3/31/2026	87
per construction questionnaire			

Equipment

Construction Phase	Equipment	Number per Day	Hours Per Day
Demolition	Rubber Tired Dozers	2	8
	Excavators	3	8
	Concrete/Industrial Saws	1	8
Site Preparation	Rubber Tired Dozers	3	8
	Tractors/Loaders/Backhoes	4	8
Grading	Graders	1	8
	Excavators	2	8
	Tractors/Loaders/Backhoes	2	8
	Scrapers	2	8
	Rubber Tired Dozers	1	8
Building Construction	Forklifts	3	8
	Generator Sets	1	8
	Cranes	1	7
	Welders	1	8
	Tractors/Loaders/Backhoes	2	7
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8

Construction Phase	Equipment	Number per Day	Hours Per Day
Architectural Coating	Air Compressors	1	6
Infrastructure Improvements	Trenchers	2	8
	Tractors/Loaders/Backhoes	2	8

Grading/Earthwork

Phase	Import (CY)	Export (CY)
Site Preparation	0	0
Grading	0	17300
CY = cubic yards		

Worker, Vendor, and Haul Trips

Trip Type	# One-Way Trips/Day	Trip Length (miles)
Demolition		
Worker	15	18.5
Vendor	-	10.2
Hauling	10	20
On-Site Truck	-	0
Site Preparation		
Worker	17.5	18.5
Vendor	-	10.2
Hauling	0	20
On-Site Truck	-	0
Grading		
Worker	20	18.5
Vendor	-	10.2
Hauling	58.46	20
On-Site Truck	-	0
Building Construction		
Worker	93.16	18.5
Vendor	36.36	10.2
Hauling	0	20
On-Site Truck	-	0
Paving		
Worker	15	18.5
Vendor	-	10.2
Hauling	0	20
On-Site Truck	-	0
Architectural Coating		
Worker	18.63	18.5
Vendor	-	10.2
Hauling	0	20

On-Site Truck	-	0
Infrastructure Improvements		
Worker	10	18.5
Vendor	-	10.2
Hauling	0	20
On-Site Truck	-	0

Demolition

Phase	Amount (SF)
Demolition	5,152

SF= square feet

Operations

Vehicle Data

Land Use ¹	Size	Metric	Trip Rate	Daily Trip Generation
Unrefrigerated Warehouse-No Rail	221.82	KSF	1.45	320
City Park	10.97	AC	73.84	810
Parking Lot	166.07	KSF	5.22	867
Other Asphalt Surfaces	0.29	AC	0	0
Total Daily Trips	-	-	-	1,997

KSF = thousand square feet; AC = Acres
 1. warehouse = warehouse truck trips, city park = recreational park trips, parking lot = warehouse passenger car trips

Trip Length

Land Use ¹	Trip Length (miles)		
	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Unrefrigerated Warehouse-No Rail			33.2
City Park	17.96	10.12	6.13
Parking Lot	17.96	10.12	6.13
Other Asphalt Surfaces	17.96	10.12	6.13

1. warehouse = warehouse truck trips, city park = recreational park trips, parking lot = warehouse passenger car trips

Trip Purpose and Percent

Land Use ¹	Trip Percent (%)			Trip Purpose (%)		
	Primary	Diverted	Pass-By	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Unrefrigerated Warehouse-No Rail	100	0	0	0	0	100
City Park	100	0	0	22.76	14.45	62.79
Parking Lot	100	0	0	61.20	38.80	0
Other Asphalt Surfaces	100	0	0	22.76	14.45	62.79

1. warehouse = warehouse truck trips, city park = recreational park trips, parking lot = warehouse passenger car trips

Fleet Mix

Land Use ^{1,2,3}	HHD %	LDA %	LDT1 %	LDT2 %	LHD1 %	LHD2 %	MCY %	MDV %	MH %	MHD %	OBUS %	SBUS %	UBUS %
Unrefrigerated Warehouse-No Rail	60.37	0	0	0	0	16.93	0	0	0	22.70	0	0	0
City Park	0.88	49.93	4.31	23.62	2.65	0.67	2.17	14.18	0.28	1.09	0.09	0.06	0.06
Parking Lot	0	64.46	3.32	17.77	2.08	0	1.72	10.71	0	0	0	0	0
Other Asphalt Surfaces	0.88	49.93	4.31	23.62	2.65	0.67	2.17	14.18	0.28	1.09	0.09	0.06	0.06

1. warehouse = warehouse truck trips, city park = recreational park trips, parking lot = warehouse passenger car trips
 2. based on trip generation study
 3. CalEEMod fleet mix changed to separate out warehouse truck and passenger car trips

Stationary Sources

Stationary sources were analyzed outside of CalEEMod assuming 1 generator, 1 yard truck, and 5 forklifts.

Quantified Mitigation Measures

#	Measure	Notes
Transportation		
T-5	Implement Commute Trip Reduction Program (Voluntary)	
Energy		
E-2	Require Energy Efficient Appliances	
E-10-B	Establish Onsite Renewable Energy Systems: Solar Power	
Area Sources		
LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment	

Emergency Backup Generator Emissions

	Fuel Type	Quantity	Equipment Size (hp)	Load Factor	Hours/Year per Unit	Hours per Day	HP-hr per day	Total hp-hr per year
Backup Generator	Diesel	1	300	0.74	50	1	222	11,100

Emissions							
	ROG	TOG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}
Emissions Rates (g/hp-hr)	1.02	1.12	2.6	2.85	0.005	0.15	0.15
Emissions Rates (>750) (g/hp-hr)	1.02	1.12	2.6	4.56	0.005	0.15	0.15
Emissions (pounds/day)	0.499	0.548	1.272508093	1.394864641	0.002447131	0.0734139	0.073413928
Emissions (tons/year)	0.012	0.014	0.031812695	0.034871608	6.11783E-05	0.0018353	0.001835348

Source: User Guide for CalEEMod Version 2022.1, Appendix G, Table G-40.

Cargo Handling Equipment Emissions

Equipment Type	Units ¹	Hours/ Day ¹	Days/ Year ¹	Equipment Size ² (hp)	Load Factor ²	Tier	HP-h /day	HP Bin
Yard Trucks	1	8	365	190	0.38	Tier 4 Final	577.6	>175<300
Forklifts	5	4	365	82	0.2	Tier 4 Final	328	>75<120

1. Project specific data
 2. Equipment size and load factors based on CalEEMod Appendix G, Table G-12.

EF (g/bhp-hr)						
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Yard Trucks	0.05	0.26	2.6	0.005	0.01	0.01
Forklifts	0.05	0.26	3.7	0.005	0.01	0.01

Emissions (lbs/day)						
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Yard Trucks	0.0637	0.3311	3.3108	0.00636695	0.012733899	0.0127339
Forklifts	0.0362	0.1880	2.6755	0.003615581	0.007231162	0.0072312

Source: California Air Resources Board (CARB). 2017. The Carl Moyer Program Guidelines. April. Available: https://ww2.arb.ca.gov/sites/default/files/classic/msprog/moyer/guidelines/2017/2017_cmpgl.pdf. Accessed: February 2025.
 Source: CARB OFFROAD2021 (v1.0.7) Emissions Inventory

on-site mobile emissions				
	NOx	CO	PM10T	PM2.5T
Mobile-Trucks	0.10	0.04	0.00	0.03
Mobile-Passenger	0.24	3.23	0.01	0.79

on-site mobile factor		
	Trucks	Passenger
On-Site Trip Length (Miles)	0.1100	0.3300
Total Trip Length (miles)	33.2000	6.1311
% factor	0.0033	0.0538

Lexington-Gallatin Warehouse Detailed Report

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4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Lexington-Gallatin Warehouse
Construction Start Date	10/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	18.2
Location	825 Lexington-Gallatin Rd, South El Monte, CA 91733, USA
County	Los Angeles-South Coast
City	South El Monte
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4178
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	222	1000sqft	6.39	221,815	56,428	—	—	—

City Park	11.0	Acre	11.0	0.00	0.00	0.00	—	—
Parking Lot	166	1000sqft	3.81	0.00	0.00	—	—	—
Other Asphalt Surfaces	0.29	Acre	0.29	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-5	Implement Commute Trip Reduction Program (Voluntary)
Energy	E-2	Require Energy Efficient Appliances
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Area Sources	LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment

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.	49.8	49.5	18.6	30.5	0.05	0.71	1.77	2.44	0.65	0.43	1.07	—	6,507	6,507	0.27	0.24	8.19	6,594
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	48.1	48.1	54.9	52.4	0.09	2.29	6.26	8.55	2.11	2.86	4.97	—	10,912	10,912	0.50	0.70	0.27	11,133
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.79	6.63	6.61	10.7	0.02	0.23	0.70	0.94	0.21	0.20	0.39	—	2,423	2,423	0.10	0.10	1.44	2,456

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.24	1.21	1.21	1.96	< 0.005	0.04	0.13	0.17	0.04	0.04	0.07	—	401	401	0.02	0.02	0.24	407

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	49.8	49.5	18.6	30.5	0.05	0.71	1.77	2.44	0.65	0.43	1.07	—	6,507	6,507	0.27	0.24	8.19	6,594
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	7.00	5.86	54.9	52.4	0.09	2.29	6.26	8.55	2.11	2.86	4.97	—	10,912	10,912	0.50	0.70	0.27	11,133
2026	48.1	48.1	23.4	36.7	0.05	0.88	1.86	2.74	0.81	0.45	1.25	—	7,555	7,555	0.32	0.26	0.22	7,640
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.70	0.57	5.49	5.68	0.01	0.21	0.58	0.79	0.19	0.20	0.39	—	1,627	1,627	0.07	0.09	0.70	1,656
2026	6.79	6.63	6.61	10.7	0.02	0.23	0.70	0.94	0.21	0.17	0.38	—	2,423	2,423	0.10	0.10	1.44	2,456
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.10	1.00	1.04	< 0.005	0.04	0.11	0.14	0.03	0.04	0.07	—	269	269	0.01	0.01	0.12	274
2026	1.24	1.21	1.21	1.96	< 0.005	0.04	0.13	0.17	0.04	0.03	0.07	—	401	401	0.02	0.02	0.24	407

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	49.8	49.5	18.6	30.5	0.05	0.71	1.77	2.44	0.65	0.43	1.07	—	6,507	6,507	0.27	0.24	8.19	6,594

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	7.00	5.86	54.9	52.4	0.09	2.29	6.26	8.55	2.11	2.86	4.97	—	10,912	10,912	0.50	0.70	0.27	11,133
2026	48.1	48.1	23.4	36.7	0.05	0.88	1.86	2.74	0.81	0.45	1.25	—	7,555	7,555	0.32	0.26	0.22	7,640
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.70	0.57	5.49	5.68	0.01	0.21	0.58	0.79	0.19	0.20	0.39	—	1,627	1,627	0.07	0.09	0.70	1,656
2026	6.79	6.63	6.61	10.7	0.02	0.23	0.70	0.94	0.21	0.17	0.38	—	2,423	2,423	0.10	0.10	1.44	2,456
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.10	1.00	1.04	< 0.005	0.04	0.11	0.14	0.03	0.04	0.07	—	269	269	0.01	0.01	0.12	274
2026	1.24	1.21	1.21	1.96	< 0.005	0.04	0.13	0.17	0.04	0.03	0.07	—	401	401	0.02	0.02	0.24	407

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.	15.2	13.2	36.0	83.4	0.43	0.60	24.0	24.6	0.57	6.22	6.80	211	48,931	49,142	23.3	5.11	140	51,390
Mit.	13.3	11.4	35.8	71.7	0.43	0.58	23.5	24.1	0.56	6.10	6.65	211	46,679	46,890	23.2	5.09	138	49,125
% Reduced	13%	13%	1%	14%	1%	3%	2%	2%	3%	2%	2%	—	5%	5%	1%	1%	1%	4%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.4	11.5	37.6	67.8	0.43	0.58	24.0	24.6	0.56	6.23	6.79	211	48,239	48,450	23.4	5.15	3.64	50,572
Mit.	13.2	11.4	37.4	66.0	0.42	0.58	23.5	24.1	0.56	6.11	6.67	211	46,040	46,251	23.2	5.12	3.60	48,361
% Reduced	1%	2%	< 0.5%	3%	1%	< 0.5%	2%	2%	< 0.5%	2%	2%	—	5%	5%	1%	1%	1%	4%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.6	12.6	38.1	76.0	0.43	0.59	23.7	24.3	0.57	6.16	6.73	211	48,415	48,626	23.4	5.15	60.6	50,805
Mit.	13.2	11.3	37.9	67.6	0.42	0.58	23.2	23.8	0.56	6.04	6.59	211	46,190	46,401	23.2	5.12	59.8	48,568
% Reduced	9%	10%	1%	11%	1%	2%	2%	2%	2%	2%	2%	—	5%	5%	1%	1%	1%	4%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.66	2.30	6.95	13.9	0.08	0.11	4.33	4.44	0.10	1.12	1.23	35.0	8,016	8,051	3.87	0.85	10.0	8,411
Mit.	2.41	2.07	6.92	12.3	0.08	0.11	4.24	4.35	0.10	1.10	1.20	35.0	7,647	7,682	3.85	0.85	9.90	8,041
% Reduced	9%	10%	1%	11%	1%	2%	2%	2%	2%	2%	2%	—	5%	5%	1%	1%	1%	4%

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	8.02	6.19	34.7	72.7	0.43	0.49	24.0	24.5	0.47	6.22	6.69	—	45,281	45,281	1.71	4.86	140	46,910
Area	7.05	6.92	0.08	9.65	< 0.005	0.02	—	0.02	0.01	—	0.01	—	39.7	39.7	< 0.005	< 0.005	—	39.8
Energy	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	3,095	3,095	0.23	0.02	—	3,106
Water	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Waste	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	15.2	13.2	36.0	83.4	0.43	0.60	24.0	24.6	0.57	6.22	6.80	211	48,931	49,142	23.3	5.11	140	51,390
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.96	6.13	36.4	66.8	0.42	0.50	24.0	24.5	0.47	6.23	6.71	—	44,629	44,629	1.73	4.89	3.64	46,133

Area	5.34	5.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	3,095	3,095	0.23	0.02	—	3,106
Water	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Waste	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	13.4	11.5	37.6	67.8	0.43	0.58	24.0	24.6	0.56	6.23	6.79	211	48,239	48,450	23.4	5.15	3.64	50,572
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.93	6.09	36.9	68.5	0.42	0.50	23.7	24.2	0.47	6.16	6.63	—	44,777	44,777	1.73	4.89	60.6	46,339
Area	6.51	6.42	0.06	6.61	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.2	27.2	< 0.005	< 0.005	—	27.3
Energy	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	3,095	3,095	0.23	0.02	—	3,106
Water	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Waste	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	14.6	12.6	38.1	76.0	0.43	0.59	23.7	24.3	0.57	6.16	6.73	211	48,415	48,626	23.4	5.15	60.6	50,805
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.45	1.11	6.73	12.5	0.08	0.09	4.33	4.42	0.09	1.12	1.21	—	7,413	7,413	0.29	0.81	10.0	7,672
Area	1.19	1.17	0.01	1.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.50	4.50	< 0.005	< 0.005	—	4.51
Energy	0.02	0.01	0.21	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	512	512	0.04	< 0.005	—	514
Water	—	—	—	—	—	—	—	—	—	—	—	16.3	85.3	102	1.67	0.04	—	155
Waste	—	—	—	—	—	—	—	—	—	—	—	18.7	0.00	18.7	1.87	0.00	—	65.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	2.66	2.30	6.95	13.9	0.08	0.11	4.33	4.44	0.10	1.12	1.23	35.0	8,016	8,051	3.87	0.85	10.0	8,411

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
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.83	6.02	34.6	70.7	0.42	0.49	23.5	24.0	0.47	6.10	6.57	—	44,784	44,784	1.69	4.84	138	46,408
Area	5.34	5.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,379	1,379	0.12	< 0.005	—	1,383
Water	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Waste	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	13.3	11.4	35.8	71.7	0.43	0.58	23.5	24.1	0.56	6.10	6.65	211	46,679	46,890	23.2	5.09	138	49,125
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.77	5.96	36.3	65.1	0.41	0.49	23.5	24.0	0.47	6.11	6.58	—	44,155	44,155	1.72	4.87	3.60	45,654
Area	5.34	5.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,370	1,370	0.12	< 0.005	—	1,374
Water	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Waste	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	13.2	11.4	37.4	66.0	0.42	0.58	23.5	24.1	0.56	6.11	6.67	211	46,040	46,251	23.2	5.12	3.60	48,361
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.74	5.92	36.8	66.6	0.42	0.49	23.2	23.7	0.47	6.04	6.50	—	44,298	44,298	1.71	4.88	59.8	45,854
Area	5.34	5.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,377	1,377	0.12	< 0.005	—	1,380
Water	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Waste	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	13.2	11.3	37.9	67.6	0.42	0.58	23.2	23.8	0.56	6.04	6.59	211	46,190	46,401	23.2	5.12	59.8	48,568
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	1.41	1.08	6.71	12.2	0.08	0.09	4.24	4.33	0.09	1.10	1.19	—	7,334	7,334	0.28	0.81	9.90	7,592
Area	0.97	0.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.21	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	228	228	0.02	< 0.005	—	229
Water	—	—	—	—	—	—	—	—	—	—	—	16.3	85.3	102	1.67	0.04	—	155
Waste	—	—	—	—	—	—	—	—	—	—	—	18.7	0.00	18.7	1.87	0.00	—	65.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	2.41	2.07	6.92	12.3	0.08	0.11	4.24	4.35	0.10	1.10	1.20	35.0	7,647	7,682	3.85	0.85	9.90	8,041

3. Construction Emissions Details

3.1. Demo (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.86	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.53	0.53	—	0.08	0.08	—	—	—	—	—	—	—
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 Equipm	0.05	0.04	0.36	0.33	< 0.005	0.02	—	0.02	0.01	—	0.01	—	56.3	56.3	< 0.005	< 0.005	—	56.5
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.32	9.32	< 0.005	< 0.005	—	9.35
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
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	0.05	0.01	0.88	0.33	< 0.005	0.01	0.19	0.19	0.01	0.05	0.06	—	693	693	0.04	0.11	0.04	726
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.28	3.28	< 0.005	< 0.005	0.01	3.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.4	11.4	< 0.005	< 0.005	0.01	11.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.54	0.54	< 0.005	< 0.005	< 0.005	0.55
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	—	1.89	1.89	< 0.005	< 0.005	< 0.005	1.98
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3.2. Demo (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.86	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.53	0.53	—	0.08	0.08	—	—	—	—	—	—	—
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	0.05	0.04	0.36	0.33	< 0.005	0.02	—	0.02	0.01	—	0.01	—	56.3	56.3	< 0.005	< 0.005	—	56.5
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.32	9.32	< 0.005	< 0.005	—	9.35

Demoliti	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
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	0.05	0.01	0.88	0.33	< 0.005	0.01	0.19	0.19	0.01	0.05	0.06	—	693	693	0.04	0.11	0.04	726
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.28	3.28	< 0.005	< 0.005	0.01	3.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.4	11.4	< 0.005	< 0.005	0.01	11.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.54	0.54	< 0.005	< 0.005	< 0.005	0.55
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	—	1.89	1.89	< 0.005	< 0.005	< 0.005	1.98

3.3. Site Preparation (2025) - Unmitigated

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

Location	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	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.52	0.50	< 0.005	0.02	—	0.02	0.02	—	0.02	—	87.0	87.0	< 0.005	< 0.005	—	87.3
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5
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	0.08	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	232
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.83	3.83	< 0.005	< 0.005	0.01	3.88
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	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
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

3.4. Site Preparation (2025) - Mitigated

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

Location	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	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.52	0.50	< 0.005	0.02	—	0.02	0.02	—	0.02	—	87.0	87.0	< 0.005	< 0.005	—	87.3
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5
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	0.08	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	232
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.83	3.83	< 0.005	< 0.005	0.01	3.88
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	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
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

3.5. Grading (2025) - Unmitigated

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

Location	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	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622

Dust From Material Movement	—	—	—	—	—	—	2.40	2.40	—	0.95	0.95	—	—	—	—	—	—	—
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	0.39	0.32	3.01	2.87	0.01	0.13	—	0.13	0.12	—	0.12	—	669	669	0.03	0.01	—	671
Dust From Material Movement	—	—	—	—	—	—	0.24	0.24	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.55	0.52	< 0.005	0.02	—	0.02	0.02	—	0.02	—	111	111	< 0.005	< 0.005	—	111
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265

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	0.31	0.06	5.16	1.95	0.03	0.05	1.08	1.14	0.05	0.30	0.35	—	4,051	4,051	0.22	0.64	0.24	4,247
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.0	27.0	< 0.005	< 0.005	0.04	27.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.53	0.20	< 0.005	0.01	0.11	0.11	0.01	0.03	0.04	—	411	411	0.02	0.06	0.41	431
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.46	4.46	< 0.005	< 0.005	0.01	4.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	68.0	68.0	< 0.005	0.01	0.07	71.3

3.6. Grading (2025) - Mitigated

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

Location	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	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	2.40	2.40	—	0.95	0.95	—	—	—	—	—	—	—
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	0.39	0.32	3.01	2.87	0.01	0.13	—	0.13	0.12	—	0.12	—	669	669	0.03	0.01	—	671
Dust From Material Movement	—	—	—	—	—	—	0.24	0.24	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.55	0.52	< 0.005	0.02	—	0.02	0.02	—	0.02	—	111	111	< 0.005	< 0.005	—	111
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265
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	0.31	0.06	5.16	1.95	0.03	0.05	1.08	1.14	0.05	0.30	0.35	—	4,051	4,051	0.22	0.64	0.24	4,247
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.0	27.0	< 0.005	< 0.005	0.04	27.3

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.53	0.20	< 0.005	0.01	0.11	0.11	0.01	0.03	0.04	—	411	411	0.02	0.06	0.41	431
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.46	4.46	< 0.005	< 0.005	0.01	4.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	68.0	68.0	< 0.005	0.01	0.07	71.3

3.7. Building Construction (2025) - Unmitigated

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

Location	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	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.63	0.79	< 0.005	0.03	—	0.03	0.02	—	0.02	—	145	145	0.01	< 0.005	—	146
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	0.01	0.01	0.12	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.1	24.1	< 0.005	< 0.005	—	24.2
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	0.44	0.40	0.45	5.50	0.00	0.00	1.22	1.22	0.00	0.29	0.29	—	1,221	1,221	0.06	0.05	0.12	1,236
Vendor	0.08	0.03	1.37	0.65	0.01	0.02	0.31	0.33	0.01	0.09	0.09	—	1,154	1,154	0.05	0.16	0.08	1,203
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.35	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	75.2	75.2	< 0.005	< 0.005	0.12	76.2
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	70.0	70.0	< 0.005	0.01	0.08	73.1
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.4	12.4	< 0.005	< 0.005	0.02	12.6
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.6	11.6	< 0.005	< 0.005	0.01	12.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

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

Location	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	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.63	0.79	< 0.005	0.03	—	0.03	0.02	—	0.02	—	145	145	0.01	< 0.005	—	146
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	0.12	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.1	24.1	< 0.005	< 0.005	—	24.2
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	0.44	0.40	0.45	5.50	0.00	0.00	1.22	1.22	0.00	0.29	0.29	—	1,221	1,221	0.06	0.05	0.12	1,236
Vendor	0.08	0.03	1.37	0.65	0.01	0.02	0.31	0.33	0.01	0.09	0.09	—	1,154	1,154	0.05	0.16	0.08	1,203
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.02	0.03	0.35	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	75.2	75.2	< 0.005	< 0.005	0.12	76.2
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	70.0	70.0	< 0.005	0.01	0.08	73.1
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.4	12.4	< 0.005	< 0.005	0.02	12.6
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.6	11.6	< 0.005	< 0.005	0.01	12.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
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	0.53	0.45	4.11	5.40	0.01	0.16	—	0.16	0.15	—	0.15	—	999	999	0.04	0.01	—	1,003
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	0.10	0.08	0.75	0.99	< 0.005	0.03	—	0.03	0.03	—	0.03	—	165	165	0.01	< 0.005	—	166
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	0.39	0.34	0.36	6.02	0.00	0.00	1.22	1.22	0.00	0.29	0.29	—	1,262	1,262	0.05	0.04	4.27	1,281
Vendor	0.08	0.03	1.25	0.60	0.01	0.02	0.31	0.33	0.01	0.09	0.09	—	1,133	1,133	0.05	0.16	3.06	1,186
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	0.39	0.34	0.41	5.13	0.00	0.00	1.22	1.22	0.00	0.29	0.29	—	1,197	1,197	0.05	0.04	0.11	1,211
Vendor	0.08	0.03	1.31	0.62	0.01	0.02	0.31	0.33	0.01	0.09	0.09	—	1,134	1,134	0.05	0.16	0.08	1,183
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	0.16	0.14	0.18	2.24	0.00	0.00	0.50	0.50	0.00	0.12	0.12	—	506	506	0.02	0.02	0.77	513
Vendor	0.03	0.01	0.55	0.26	< 0.005	0.01	0.13	0.14	< 0.005	0.04	0.04	—	473	473	0.02	0.07	0.55	494
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.41	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	83.8	83.8	< 0.005	< 0.005	0.13	84.9
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	78.2	78.2	< 0.005	0.01	0.09	81.7

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	0.00
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3.10. Building Construction (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405	
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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405	
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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.53	0.45	4.11	5.40	0.01	0.16	—	0.16	0.15	—	0.15	—	999	999	0.04	0.01	—	1,003	
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.10	0.08	0.75	0.99	< 0.005	0.03	—	0.03	0.03	—	0.03	—	165	165	0.01	< 0.005	—	166
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	0.39	0.34	0.36	6.02	0.00	0.00	1.22	1.22	0.00	0.29	0.29	—	1,262	1,262	0.05	0.04	4.27	1,281
Vendor	0.08	0.03	1.25	0.60	0.01	0.02	0.31	0.33	0.01	0.09	0.09	—	1,133	1,133	0.05	0.16	3.06	1,186
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	0.39	0.34	0.41	5.13	0.00	0.00	1.22	1.22	0.00	0.29	0.29	—	1,197	1,197	0.05	0.04	0.11	1,211
Vendor	0.08	0.03	1.31	0.62	0.01	0.02	0.31	0.33	0.01	0.09	0.09	—	1,134	1,134	0.05	0.16	0.08	1,183
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	0.16	0.14	0.18	2.24	0.00	0.00	0.50	0.50	0.00	0.12	0.12	—	506	506	0.02	0.02	0.77	513
Vendor	0.03	0.01	0.55	0.26	< 0.005	0.01	0.13	0.14	< 0.005	0.04	0.04	—	473	473	0.02	0.07	0.55	494
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.41	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	83.8	83.8	< 0.005	< 0.005	0.13	84.9
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	78.2	78.2	< 0.005	0.01	0.09	81.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	1.17	< 0.005	0.04	—	0.04	0.03	—	0.03	—	178	178	0.01	< 0.005	—	179
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.15	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.5	29.5	< 0.005	< 0.005	—	29.6
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.97	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.69	206	
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	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195	
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	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.0	23.0	< 0.005	< 0.005	0.04	23.3	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.81	3.81	< 0.005	< 0.005	0.01	3.86	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.12. Paving (2026) - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	1.17	< 0.005	0.04	—	0.04	0.03	—	0.03	—	178	178	0.01	< 0.005	—	179
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.15	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.5	29.5	< 0.005	< 0.005	—	29.6
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.97	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.69	206
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	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
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	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.0	23.0	< 0.005	< 0.005	0.04	23.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.81	3.81	< 0.005	< 0.005	0.01	3.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	47.9	47.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	47.9	47.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.1	16.1	< 0.005	< 0.005	—	16.1
Architectural Coatings	5.77	5.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.66	2.66	< 0.005	< 0.005	—	2.67
Architectural Coatings	1.05	1.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.20	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	252	252	0.01	0.01	0.85	256
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	0.08	0.07	0.08	1.03	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	239	239	0.01	0.01	0.02	242
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	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.3	29.3	< 0.005	< 0.005	0.04	29.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.85	4.85	< 0.005	< 0.005	0.01	4.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	47.9	47.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	47.9	47.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.1	16.1	< 0.005	< 0.005	—	16.1

Architect Coatings	5.77	5.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.66	2.66	< 0.005	< 0.005	—	2.67
Architectural Coatings	1.05	1.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.20	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	252	252	0.01	0.01	0.85	256
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	0.08	0.07	0.08	1.03	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	239	239	0.01	0.01	0.02	242
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	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.3	29.3	< 0.005	< 0.005	0.04	29.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.85	4.85	< 0.005	< 0.005	0.01	4.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Infrastructure Improvements (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	0.60	4.78	6.71	0.01	0.20	—	0.20	0.18	—	0.18	—	996	996	0.04	0.01	—	999
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	0.04	0.29	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	60.4	60.4	< 0.005	< 0.005	—	60.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	—	10.0	10.0	< 0.005	< 0.005	—	10.0

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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133	
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	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.07	8.07	< 0.005	< 0.005	0.01	8.18	
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	—	1.34	1.34	< 0.005	< 0.005	< 0.005	1.35	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.16. Infrastructure Improvements (2025) - Mitigated

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

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

Off-Road Equipment	0.71	0.60	4.78	6.71	0.01	0.20	—	0.20	0.18	—	0.18	—	996	996	0.04	0.01	—	999
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	0.04	0.29	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	60.4	60.4	< 0.005	< 0.005	—	60.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	—	10.0	10.0	< 0.005	< 0.005	—	10.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
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	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.07	8.07	< 0.005	< 0.005	0.01	8.18
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	—	1.34	1.34	< 0.005	< 0.005	< 0.005	1.35
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Infrastructure Improvements (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	0.56	4.56	6.67	0.01	0.17	—	0.17	0.16	—	0.16	—	996	996	0.04	0.01	—	999
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	0.12	0.10	0.80	1.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	175	175	0.01	< 0.005	—	176
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	0.15	0.21	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	29.0	29.0	< 0.005	< 0.005	—	29.1

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130	
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	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.0	23.0	< 0.005	< 0.005	0.03	23.3	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.80	3.80	< 0.005	< 0.005	0.01	3.85	
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	

3.18. Infrastructure Improvements (2026) - Mitigated

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

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

Off-Road Equipment	0.66	0.56	4.56	6.67	0.01	0.17	—	0.17	0.16	—	0.16	—	996	996	0.04	0.01	—	999
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	0.12	0.10	0.80	1.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	175	175	0.01	< 0.005	—	176
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	0.15	0.21	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	29.0	29.0	< 0.005	< 0.005	—	29.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
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	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.0	23.0	< 0.005	< 0.005	0.03	23.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.80	3.80	< 0.005	< 0.005	0.01	3.85
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	1.94	0.71	30.6	12.8	0.28	0.41	9.48	9.89	0.39	2.55	2.94	—	30,426	30,426	1.16	4.41	88.2	31,859
City Park	2.99	2.70	2.10	24.4	0.06	0.04	5.40	5.44	0.03	1.37	1.41	—	5,984	5,984	0.28	0.23	20.2	6,080
Parking Lot	3.09	2.78	2.00	35.6	0.09	0.05	9.10	9.15	0.04	2.30	2.35	—	8,870	8,870	0.27	0.21	31.8	8,971
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	8.02	6.19	34.7	72.7	0.43	0.49	24.0	24.5	0.47	6.22	6.69	—	45,281	45,281	1.71	4.86	140	46,910
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse Rail	1.92	0.69	31.9	12.8	0.28	0.41	9.48	9.89	0.39	2.55	2.94	—	30,432	30,432	1.16	4.42	2.29	31,780
City Park	2.96	2.67	2.30	22.4	0.06	0.04	5.40	5.44	0.03	1.37	1.41	—	5,734	5,734	0.29	0.24	0.52	5,814
Parking Lot	3.08	2.77	2.25	31.7	0.08	0.05	9.14	9.19	0.04	2.31	2.36	—	8,463	8,463	0.29	0.23	0.83	8,539
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.96	6.13	36.4	66.8	0.42	0.50	24.0	24.5	0.47	6.23	6.71	—	44,629	44,629	1.73	4.89	3.64	46,133
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.35	0.13	5.90	2.33	0.05	0.07	1.71	1.79	0.07	0.46	0.53	—	5,038	5,038	0.19	0.73	6.31	5,267
City Park	0.54	0.48	0.42	4.20	0.01	0.01	0.97	0.98	0.01	0.25	0.25	—	960	960	0.05	0.04	1.45	975
Parking Lot	0.56	0.50	0.41	5.97	0.02	0.01	1.64	1.65	0.01	0.42	0.42	—	1,415	1,415	0.05	0.04	2.27	1,430
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.45	1.11	6.73	12.5	0.08	0.09	4.33	4.42	0.09	1.12	1.21	—	7,413	7,413	0.29	0.81	10.0	7,672

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrig erated	1.94	0.71	30.6	12.8	0.28	0.41	9.48	9.89	0.39	2.55	2.94	—	30,426	30,426	1.16	4.41	88.2	31,859
City Park	2.92	2.64	2.05	23.8	0.06	0.04	5.27	5.31	0.03	1.34	1.37	—	5,843	5,843	0.27	0.23	19.7	5,937
Parking Lot	2.97	2.67	1.92	34.2	0.08	0.05	8.73	8.78	0.04	2.21	2.25	—	8,515	8,515	0.26	0.20	30.5	8,612
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.83	6.02	34.6	70.7	0.42	0.49	23.5	24.0	0.47	6.10	6.57	—	44,784	44,784	1.69	4.84	138	46,408
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig erated Wareho use-No Rail	1.92	0.69	31.9	12.8	0.28	0.41	9.48	9.89	0.39	2.55	2.94	—	30,432	30,432	1.16	4.42	2.29	31,780
City Park	2.89	2.60	2.25	21.8	0.05	0.04	5.27	5.31	0.03	1.34	1.37	—	5,598	5,598	0.28	0.24	0.51	5,677
Parking Lot	2.96	2.66	2.16	30.4	0.08	0.05	8.77	8.82	0.04	2.22	2.26	—	8,124	8,124	0.27	0.22	0.79	8,197
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.77	5.96	36.3	65.1	0.41	0.49	23.5	24.0	0.47	6.11	6.58	—	44,155	44,155	1.72	4.87	3.60	45,654
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig erated Wareho use-No Rail	0.35	0.13	5.90	2.33	0.05	0.07	1.71	1.79	0.07	0.46	0.53	—	5,038	5,038	0.19	0.73	6.31	5,267
City Park	0.52	0.47	0.41	4.10	0.01	0.01	0.95	0.96	0.01	0.24	0.25	—	938	938	0.05	0.04	1.41	952
Parking Lot	0.54	0.48	0.40	5.73	0.01	0.01	1.58	1.58	0.01	0.40	0.41	—	1,358	1,358	0.04	0.04	2.18	1,373

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	1.41	1.08	6.71	12.2	0.08	0.09	4.24	4.33	0.09	1.10	1.19	—	7,334	7,334	0.28	0.81	9.90	7,592

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,513	1,513	0.09	0.01	—	1,519
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	212	212	0.01	< 0.005	—	213
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,725	1,725	0.11	0.01	—	1,732
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,513	1,513	0.09	0.01	—	1,519

City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	212	212	0.01	< 0.005	—	213
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,725	1,725	0.11	0.01	—	1,732
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	251	251	0.02	< 0.005	—	251
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	35.1	35.1	< 0.005	< 0.005	—	35.2
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	286	286	0.02	< 0.005	—	287

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	9.06	9.06	< 0.005	< 0.005	—	9.10

City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	9.06	9.06	< 0.005	< 0.005	—	9.10
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1.03	1.03	< 0.005	< 0.005	—	1.03
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	1.03	1.03	< 0.005	< 0.005	—	1.03
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4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,370	1,370	0.12	< 0.005	—	1,374
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,370	1,370	0.12	< 0.005	—	1,374
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,370	1,370	0.12	< 0.005	—	1,374
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,370	1,370	0.12	< 0.005	—	1,374
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.02	0.01	0.21	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	227	227	0.02	< 0.005	—	227
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.21	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	227	227	0.02	< 0.005	—	227

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,370	1,370	0.12	< 0.005	—	1,374
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,370	1,370	0.12	< 0.005	—	1,374
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,370	1,370	0.12	< 0.005	—	1,374
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.13	0.06	1.15	0.96	0.01	0.09	—	0.09	0.09	—	0.09	—	1,370	1,370	0.12	< 0.005	—	1,374
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.02	0.01	0.21	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	227	227	0.02	< 0.005	—	227
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.21	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	227	227	0.02	< 0.005	—	227

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.76	4.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.58	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.72	1.58	0.08	9.65	< 0.005	0.02	—	0.02	0.01	—	0.01	—	39.7	39.7	< 0.005	< 0.005	—	39.8
Total	7.05	6.92	0.08	9.65	< 0.005	0.02	—	0.02	0.01	—	0.01	—	39.7	39.7	< 0.005	< 0.005	—	39.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.76	4.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.58	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.34	5.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Product	0.87	0.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.21	0.20	0.01	1.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.50	4.50	< 0.005	< 0.005	—	4.51
Total	1.19	1.17	0.01	1.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.50	4.50	< 0.005	< 0.005	—	4.51

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.76	4.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.58	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.34	5.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.76	4.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	0.58	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.34	5.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.87	0.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.97	0.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	16.3	85.3	102	1.67	0.04	—	155
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.3	85.3	102	1.67	0.04	—	155

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	98.3	515	613	10.1	0.24	—	939
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated	—	—	—	—	—	—	—	—	—	—	—	16.3	85.3	102	1.67	0.04	—	155
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	16.3	85.3	102	1.67	0.04	—	155

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
City Park	—	—	—	—	—	—	—	—	—	—	—	0.51	0.00	0.51	0.05	0.00	—	1.78
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
City Park	—	—	—	—	—	—	—	—	—	—	—	0.51	0.00	0.51	0.05	0.00	—	1.78
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	18.6	0.00	18.6	1.86	0.00	—	65.1
City Park	—	—	—	—	—	—	—	—	—	—	—	0.08	0.00	0.08	0.01	0.00	—	0.29
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	18.7	0.00	18.7	1.87	0.00	—	65.4

4.5.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
City Park	—	—	—	—	—	—	—	—	—	—	—	0.51	0.00	0.51	0.05	0.00	—	1.78
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
City Park	—	—	—	—	—	—	—	—	—	—	—	0.51	0.00	0.51	0.05	0.00	—	1.78
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	113	0.00	113	11.3	0.00	—	395
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	18.6	0.00	18.6	1.86	0.00	—	65.1
City Park	—	—	—	—	—	—	—	—	—	—	—	0.08	0.00	0.08	0.01	0.00	—	0.29
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	18.7	0.00	18.7	1.87	0.00	—	65.4

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

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)

Equipm ent 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)

Equipm ent 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	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)

Equipm ent 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)

Equipm ent 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demo	Demolition	10/1/2025	10/8/2025	5.00	6.00	—
Site Preparation	Site Preparation	10/1/2025	10/8/2025	5.00	6.00	—
Grading	Grading	10/9/2025	11/30/2025	5.00	37.0	—
Building Construction	Building Construction	12/1/2025	8/1/2026	5.00	175	—
Paving	Paving	2/1/2026	4/1/2026	5.00	43.0	—
Architectural Coating	Architectural Coating	8/1/2026	10/1/2026	5.00	44.0	—
Infrastructure Improvements	Trenching	12/1/2025	3/31/2026	5.00	87.0	—

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
Demo	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demo	Excavators	Diesel	Average	3.00	8.00	36.0	0.38

Demo	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Infrastructure Improvements	Trenchers	Diesel	Average	2.00	8.00	40.0	0.50
Infrastructure Improvements	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demo	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demo	Excavators	Diesel	Average	3.00	8.00	36.0	0.38

Demo	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Infrastructure Improvements	Trenchers	Diesel	Average	2.00	8.00	40.0	0.50
Infrastructure Improvements	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
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Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	58.5	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	93.2	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	36.4	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	18.6	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
Infrastructure Improvements	—	—	—	—
Infrastructure Improvements	Worker	10.0	18.5	LDA,LDT1,LDT2
Infrastructure Improvements	Vendor	—	10.2	HHDT,MHDT

Infrastructure Improvements	Hauling	0.00	20.0	HHDT
Infrastructure Improvements	Onsite truck	—	—	HHDT
Demo	—	—	—	—
Demo	Worker	15.0	18.5	LDA,LDT1,LDT2
Demo	Vendor	—	10.2	HHDT,MHDT
Demo	Hauling	10.0	20.0	HHDT
Demo	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	58.5	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	93.2	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	36.4	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT

Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	18.6	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
Infrastructure Improvements	—	—	—	—
Infrastructure Improvements	Worker	10.0	18.5	LDA,LDT1,LDT2
Infrastructure Improvements	Vendor	—	10.2	HHDT,MHDT
Infrastructure Improvements	Hauling	0.00	20.0	HHDT
Infrastructure Improvements	Onsite truck	—	—	HHDT
Demo	—	—	—	—
Demo	Worker	15.0	18.5	LDA,LDT1,LDT2
Demo	Vendor	—	10.2	HHDT,MHDT
Demo	Hauling	10.0	20.0	HHDT
Demo	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)
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Architectural Coating	0.00	0.00	332,723	110,908	10,722
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5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demo	0.00	0.00	0.00	5,152	—
Site Preparation	—	—	9.00	0.00	—
Grading	—	17,300	111	0.00	—
Paving	0.00	0.00	0.00	0.00	4.10

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
City Park	0.00	0%
Parking Lot	3.81	100%
Other Asphalt Surfaces	0.29	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
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2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	322	322	322	117,396	10,678	10,678	10,678	3,897,534
City Park	810	810	810	295,650	7,614	7,614	7,614	2,779,127
Parking Lot	867	867	867	316,456	12,935	12,935	12,935	4,721,425
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	322	322	322	117,396	10,678	10,678	10,678	3,897,534
City Park	791	791	791	288,667	7,434	7,434	7,434	2,713,490
Parking Lot	832	832	832	303,797	12,418	12,418	12,418	4,532,568
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	332,723	110,908	10,722

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	1,038,175	532	0.0330	0.0040	4,275,738
City Park	0.00	532	0.0330	0.0040	0.00
Parking Lot	145,477	532	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	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)
Unrefrigerated Warehouse-No Rail	< 0.005	532	0.0330	0.0040	4,275,738
City Park	0.00	532	0.0330	0.0040	0.00
Parking Lot	0.00	532	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	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)
Unrefrigerated Warehouse-No Rail	51,294,719	791,379
City Park	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	51,294,719	791,379
City Park	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
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Unrefrigerated Warehouse-No Rail	209	—
City Park	0.94	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	209	—
City Park	0.94	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

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

5.16.1. Emergency Generators and Fire Pumps

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

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

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

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	17.1	annual days of extreme heat
Extreme Precipitation	5.60	annual days with precipitation above 20 mm

Sea Level Rise	—	meters of inundation depth
Wildfire	3.21	annual hectares burned

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

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	69.4
AQ-PM	78.0
AQ-DPM	95.5
Drinking Water	95.0
Lead Risk Housing	66.4
Pesticides	0.00
Toxic Releases	85.5
Traffic	92.3
Effect Indicators	—

CleanUp Sites	87.7
Groundwater	97.1
Haz Waste Facilities/Generators	88.7
Impaired Water Bodies	87.0
Solid Waste	59.2
Sensitive Population	—
Asthma	75.2
Cardio-vascular	74.8
Low Birth Weights	6.62
Socioeconomic Factor Indicators	—
Education	74.7
Housing	49.0
Linguistic	86.3
Poverty	50.0
Unemployment	41.8

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	49.26215835
Employed	39.30450404
Median HI	49.21083023
Education	—
Bachelor's or higher	19.73566021
High school enrollment	100
Preschool enrollment	11.77980239
Transportation	—

Auto Access	63.41588605
Active commuting	10.20146285
Social	—
2-parent households	29.50083408
Voting	2.900038496
Neighborhood	—
Alcohol availability	50.93032208
Park access	81.35506224
Retail density	84.0626203
Supermarket access	11.3820095
Tree canopy	20.27460542
Housing	—
Homeownership	58.89901193
Housing habitability	46.68292057
Low-inc homeowner severe housing cost burden	56.64057487
Low-inc renter severe housing cost burden	13.69177467
Uncrowded housing	47.8121391
Health Outcomes	—
Insured adults	24.49634287
Arthritis	0.0
Asthma ER Admissions	37.3
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	40.7

Cognitively Disabled	22.1
Physically Disabled	19.5
Heart Attack ER Admissions	38.2
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	67.4
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	96.1
Elderly	41.5
English Speaking	20.1
Foreign-born	74.3
Outdoor Workers	46.7
Climate Change Adaptive Capacity	—
Impervious Surface Cover	30.4
Traffic Density	90.1
Traffic Access	23.0
Other Indices	—
Hardship	59.4
Other Decision Support	—

2016 Voting	32.6
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7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	92.0
Healthy Places Index Score for Project Location (b)	28.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	per site plan and pd Unrefrigerated Warehouse = warehouse building City Park = future recreational park developed by the City Parking Lot = warehouse parking lot Other Asphalt Surfaces = off-site improvements
Construction: Construction Phases	per construction questionnaire
Operations: Vehicle Data	warehouse = warehouse truck trips city park = recreational park trips parking lot = warehouse passenger car trips

Operations: Fleet Mix	warehouse = warehouse truck trips city park = recreational park trips parking lot = warehouse passenger car trips fleet mix changed to separate warehouse truck and passenger car trips
Construction: Off-Road Equipment	per construction questionnaire.