Appendix A

Air Quality, Energy, and Greenhouse Gas Emissions Impact Report

AIR QUALITY, ENERGY, AND GREENHOUSE GAS EMISSIONS IMPACT REPORT

DEXTER VILLAGE PROJECT

LAKE ELSINORE, CALIFORNIA

LSA

June 2025

AIR QUALITY, ENERGY, AND GREENHOUSE GAS EMISSIONS IMPACT REPORT

DEXTER VILLAGE PROJECT

LAKE ELSINORE, CALIFORNIA

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LIST OF ABBREVIATIONS AND ACRONYMS

°C	degrees Celsius
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AAQS	ambient air quality standards
AB	Assembly Bill
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BTU	British thermal units
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CARB	California Air Resources Board
CARB Handbook	California Air Resources Board's *Air Quality and Land Use Handbook*
CAT	Climate Action Team
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	Methane

City	City of Lake Elsinore
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
County	County of Riverside
DPM	diesel particulate matter
EMFAC2021	California Emissions Factor Model, Version 2021
EO	Executive Order
GHG	greenhouse gas
GWh	gigawatt-hours
GWP	global warming potential
H_2S	hydrogen sulfide
HFCs	hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
kWh	kilowatt-hours
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LST	Local Significance Threshold
MMT	million metric tons
MMT CO_2e	million metric tons of carbon dioxide equivalent
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MT	metric tons
MT CO_2e	metric tons of carbon dioxide equivalent
MT CO_2e/yr	metric tons of carbon dioxide equivalent per year

N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NHTSA	National Highway Traffic Safety Administration
NO	nitric oxide
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
O_3	ozone (or smog)
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in size
$PM_{2.5}$	particulate matter less than 2.5 microns in size
ppb	parts per billion
ppm	parts per million
PRC	Public Resources Code
project	Dexter Village Project
RCP	Regional Comprehensive Plan
ROCs	reactive organic compounds
ROGs	reactive organic gases
RPS	Renewables Portfolio Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RV	recreational vehicle
SB	Senate Bill
SCAG	Southern California Association of Governments

SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
sf	square foot/feet
SF_6	sulfur hexafluoride
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SO_X	sulfur oxides
SRA	Source Receptor Area
SUVs	sport utility vehicles
TAC	toxic air contaminant
UNFCCC	United Nations Framework Convention on Climate Change
USEPA	United States Environmental Protection Agency
VMT	vehicle miles traveled
VOCs	volatile organic compounds
Working Group	South Coast Air Quality Management District Greenhouse Gas California Environmental Quality Act Significance Threshold Working Group
ZEV	zero-emission vehicle
ZNE	zero net energy

INTRODUCTION

This Air Quality, Energy, and Greenhouse Gas Emissions Impact Report has been prepared to evaluate the potential air quality and greenhouse gas (GHG) emissions impacts associated with the Dexter Village Project (project) in Lake Elsinore, Riverside County, California. This report follows the guidelines identified by the South Coast Air Quality Management District (SCAQMD) in its *CEQA Air Quality Handbook*,[1] and associated updates. In keeping with these guidelines, this analysis describes existing air quality, including air quality and GHG emissions generated from project-related sources, regional air pollution, and global climate change. In addition, this analysis discusses energy use resulting from implementation of the proposed project and evaluates whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency.

PROJECT LOCATION

The 23.05-acre project site is located at the intersection of Third Street and Dexter Avenue in Lake Elsinore, Riverside County, California. The project site is currently vacant. Local access to the project site is provided by Third Street and Dexter Avenue. Project location and vicinity are shown in Figure 1.

PROJECT DESCRIPTION

The proposed project would construct a residential development of approximately 451 units, including 230 apartment units on approximately 6.65 acres and 137 single-family detached units and 84 townhome units on the remaining 16.4 acres. The apartment units would include a total of approximately 448 parking spaces, including 234 garage spaces, two driveway spaces, and 212 open parking spaces. The single family and townhome units would include a total of approximately 638 parking spaces, including 442 built-in garage spaces, 148 driveway spaces, and 48 open parking spaces. In addition, the apartment units would include a total of 28,859 square feet (sf) of open space while the single family and townhome units would include 48,737 sf of open space. Approximately 22 units or 5 percent of the 451 units would be affordable units. Figure 2 shows the proposed project site plan.

Once operational, the proposed project would generate approximately 3,447 average daily trips, including 229 a.m. peak daily trips and 295 p.m. peak daily trips.[2] The proposed project would be developed to be all-electric and would include the following sustainable features: solar, electric vehicle charging spaces, desert/drought tolerant landscaping, Leadership in Energy and Environmental Design (LEED) certified, and energy star appliances. No natural gas would be used by the project. The project site land use designation in the General Plan is Commercial Mixed Use, which allows for residential development. As such, the proposed project is consistent with the land

1 South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook*. Website: www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993) (accessed May 2025).

2 LSA Associates, Inc. (LSA). 2025. *Dexter Village Project Traffic Impact Analysis*. April.

use designation for the project parcel as described in the General Plan. The project completion year is anticipated to be 2028.

The proposed project would be constructed in two phases, with the single-family residential component occurring first followed by the multi-family residential development. However, the site would be mass graded during the first phase. Grading of the proposed project would be balanced on site and would not require the import or export of soil. Construction of the single-family development is anticipated to begin in January 2026 and would occur for approximately 18 months, ending in July 2027. Construction of the multi-family residential development would begin in January 2027 and would occur for approximately 14 months, ending in March 2028. Construction activities for the project include site preparation, grading, building construction, paving, and architectural coatings.

LSA

LEGEND

Project Site

FIGURE 1

0 2000 4000
FEET

Dexter Village Project
Air Quality, Energy, and Greenhouse Gas Emissions Impact Report

Regional and Project Location

SOURCE: Google Earth Imagery, 2024

I:\2024\20242037\GIS\Pro\Dexter Village Project\Dexter Village Project.aprx (5/5/2025)

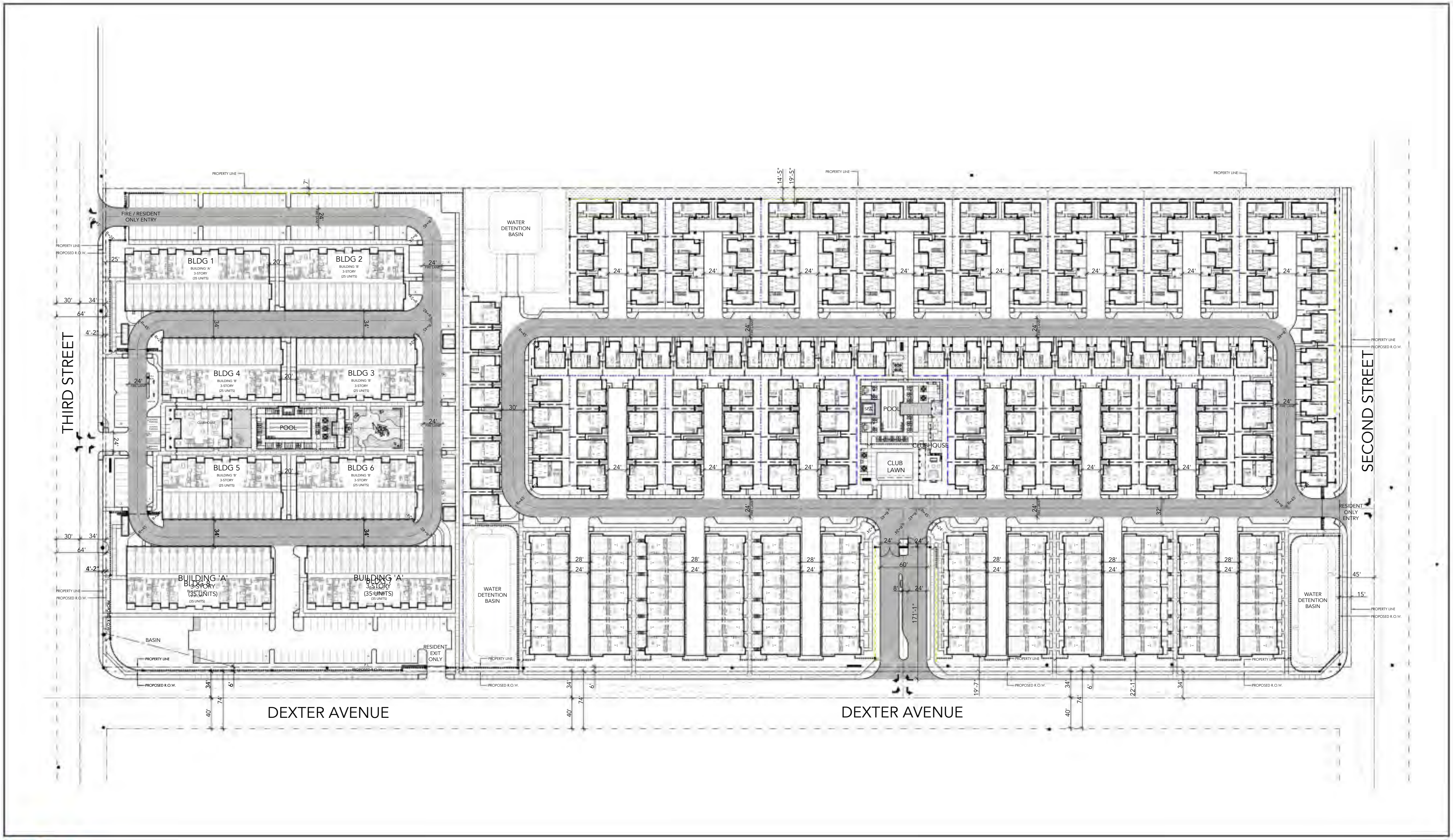

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FIGURE 1-2

0 100 200
FEET

SOURCE: Urban Arena, January 2025

I:\2024\20242037\G\Site_Plan.ai (5/2/2025)

Dexter Village Project
Air Quality, Energy, and Greenhouse Gas Emissions Impact Report

Conceptual Site Plan

EXISTING LAND USES IN THE PROJECT AREA

For the purposes of this analysis, sensitive receptors are areas of population that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include residences, schools, daycare centers, hospitals, parks, and similar uses which are sensitive to air quality. Impacts on sensitive receptors are of particular concern because they are the population most vulnerable to the effects of air pollution. Existing land uses within the project area include single-family residences, vacant land, and commercial uses. Vacant land is located north, west, and northwest of the project site, and existing commercial uses are north, west, and south of the project site.

The closest sensitive receptors to the proposed project site was identified as a recreational vehicle (RV) park, located approximately 45 feet southeast of the project site. Other sensitive receptors in the proximity of the project site include single-family residences located approximately 81 feet north and 87 feet west of the project site. Table A summarizes the distance to the nearest sensitive receptors.

Table A: Summary of Analysis Distances by Impact Category

Activity	Nearest Sensitive Receptor	Points of Analysis	Distance (feet)
Construction	Lake Elsinore Hills RV Park	Perimeter of construction activities to RV park boundary	45
Operations	Lake Elsinore Hills RV Park	Emissions sources on-site generalized at the perimeter of the project site to RV park boundary	45

Source: Compiled by LSA (2025).
RV = recreational vehicle

BACKGROUND

This section provides current background information on air pollutants and their health effects. It also provides current regulatory background information, including information from the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook*[3] (CARB Handbook), a description of the general health risks of toxics, and the significance criteria for project evaluation.

AIR POLLUTANTS AND HEALTH EFFECTS

Both State and federal governments have established health-based ambient air quality standards (California Ambient Air Quality Standards [CAAQS] and National Ambient Air Quality Standards [NAAQS], respectively) for six criteria air pollutants:[4] carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and suspended particulate matter (PM). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Long-term exposure to elevated levels of criteria pollutants may result in adverse health effects. However, emission thresholds established by an air district are used to manage total regional emissions within an air basin based on the air basin's attainment status for criteria pollutants. These emission thresholds were established for individual projects that would contribute to regional emissions and pollutant concentrations and could adversely affect or delay the projected attainment target year for certain criteria pollutants.

Because of the conservative nature of the thresholds and the basin-wide context of individual project emissions, there is no known direct correlation between a single project and localized air quality-related health effects. One individual project that generates emissions exceeding a threshold does not necessarily result in adverse health effects for residents in the project vicinity. This condition is especially true when the criteria pollutants exceeding thresholds are those with regional effects, such as ozone precursors like nitrogen oxides (NO_X) and volatile organic compounds (VOCs).

Occupants of facilities such as schools, daycare centers, parks and playgrounds, hospitals, and nursing and convalescent homes are considered to be more sensitive than the general public to air pollutants because these population groups have increased susceptibility to respiratory disease. Persons engaged in strenuous outdoor work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions, compared to commercial and industrial areas, because people generally spend longer periods of time at their residences, with greater associated exposure to ambient air quality conditions. Recreational uses are also considered sensitive compared to commercial and industrial uses due to greater exposure to ambient air quality conditions associated with exercise.

[3] California Air Resources Board (CARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective.* April.

[4] Criteria pollutants are defined as those pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

Ozone

Rather than being directly emitted, ozone (O_3 or smog) is formed by photochemical reactions between NO_X and VOCs. Ozone is a pungent, colorless gas. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, elderly, and young children. Ozone levels peak during the summer and early fall months.

Carbon Monoxide

CO is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. CO passes through the lungs into the bloodstream, where it interferes with the transfer of oxygen to body tissues.

Particulate Matter

PM is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles are those that are 10 microns or less in diameter, or PM_{10}. Fine, suspended particulate matter with an aerodynamic diameter of 2.5 microns or less, or $PM_{2.5}$, is not readily filtered out by the lungs. Nitrates, sulfates, dust, and combustion particulates are major components of PM_{10} and $PM_{2.5}$. These small particles can be directly emitted into the atmosphere as byproducts of fuel combustion; through abrasion, such as tire or brake lining wear; or through fugitive dust (wind or mechanical erosion of soil). They can also be formed in the atmosphere through chemical reactions. Particulates may transport carcinogens and other toxic compounds that adhere to the particle surfaces and can enter the human body through the lungs.

Nitrogen Dioxide

NO_2 is a reddish-brown gas that is a byproduct of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Aside from its contribution to ozone formation, NO_2 also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition. NO_2 may be visible as a coloring component on high pollution days, especially in conjunction with high ozone levels. NO_2 decreases lung function and may reduce resistance to infection.

Sulfur Dioxide

SO_2 is a colorless, irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO_2 levels in the region. SO_2 irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight.

Lead

Leaded gasoline (phased out in the United States beginning in 1973), paint (on older houses and cars), smelters (metal refineries), and the manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has multiple adverse neurotoxic health effects, and children are at special risk. Some lead-containing chemicals cause cancer in animals.

Lead levels in the air have decreased substantially since leaded gasoline was eliminated. Ambient lead concentrations are only monitored on an as-warranted, site-specific basis in California.

Volatile Organic Compounds

VOCs (also known as reactive organic gases [ROGs] and reactive organic compounds [ROCs]) are formed from the combustion of fuels and the evaporation of organic solvents. VOCs are not defined as criteria pollutants; however, because VOCs accumulate in the atmosphere more quickly during the winter, when sunlight is limited and photochemical reactions are slower, they are a prime component of the photochemical smog reaction. There are no attainment designations for VOCs.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated by the United States Environmental Protection Agency (USEPA) and the CARB. Some examples of TACs include benzene, butadiene, formaldehyde, and hydrogen sulfide. The identification, regulation, and monitoring of TACs is relatively recent compared to that for criteria pollutants.

TACs do not have ambient air quality standards (AAQS), but are regulated by the USEPA, CARB, and the SCAQMD. In 1998, the CARB identified particulate matter from diesel-fueled engines as a TAC. The CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.[5] High-volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic (e.g., distribution centers and truck stops) were identified as posing the highest risk to adjacent receptors. Other facilities associated with increased risk include warehouse distribution centers, large retail or industrial facilities, high-volume transit centers, and schools with a high volume of bus traffic. Health risks from TACs are a function of both concentration and duration of exposure.

Unlike TACs emitted from industrial and other stationary sources noted above, most diesel particulate matter (DPM) is emitted from mobile sources—primarily "off-road" sources such as construction and mining equipment, agricultural equipment, and truck-mounted refrigeration units, as well as "on-road" sources such as trucks and buses traveling on freeways and local roadways.

Although not specifically monitored, recent studies indicate that exposure to DPM may contribute significantly to a cancer risk (a risk of approximately 500 to 700 in 1,000,000) that is greater than all other measured TACs combined.[6] The technology for reducing DPM emissions from heavy-duty trucks is well established, and both State and federal agencies are moving aggressively to regulate engines and emission control systems to reduce and remediate diesel emissions. The CARB anticipated that by 2020, average statewide DPM concentrations will decrease by 85 percent from levels in 2000 with full implementation of the CARB's Diesel Risk Reduction Plan,[7] meaning that the statewide health risk from DPM is expected to decrease from 540 cancer cases in 1,000,000 to 21.5

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5 CARB. 2000. Stationary Source Division and Mobile Source Control Division. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.* October.

6 Ibid.

7 Ibid.

cancer cases in 1,000,000. The CARB 2000 Diesel Risk Reduction Plan is still the most recent version and has not been updated.

Table B summarizes the sources and health effects of air pollutants discussed in this section. Table C presents a summary of CAAQS and NAAQS.

Table B: Summary of Health and Environmental Effects of the Criteria Air Pollutants

Pollutant	Effects on Health and the Environment
Ozone (O_3)	• Respiratory symptoms • Worsening of lung disease leading to premature death • Damage to lung tissue • Crop, forest and ecosystem damage • Damage to a variety of materials, including rubber, plastics, fabrics, paint and metals
$PM_{2.5}$ (particulate matter less than 2.5 microns in aerodynamic diameter)	• Premature death • Hospitalization for worsening of cardiovascular disease • Hospitalization for respiratory disease • Asthma-related emergency room visits • Increased symptoms, increased inhaler usage
PM_{10} (particulate matter less than 10 microns in aerodynamic diameter)	• Premature death and hospitalization, primarily for worsening of respiratory disease • Reduced visibility and material soiling
Nitrogen oxides (NO_X)	• Lung irritation • Enhanced allergic responses
Carbon monoxide (CO)	• Chest pain in patients with heart disease • Headache • Light-headedness • Reduced mental alertness
Sulfur oxides (SO_X)	• Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits
Lead	• Impaired mental functioning in children • Learning disabilities in children • Brain and kidney damage
Hydrogen sulfide (H_2S)	• Nuisance odor (rotten egg smell) • At high concentrations: headache and breathing difficulties
Sulfate	• Same as $PM_{2.5}$, particularly worsening of asthma and other lung diseases • Reduces visibility
Vinyl chloride	• Central nervous system effects, such as dizziness, drowsiness, and headaches • Long-term exposure: liver damage and liver cancer
Visibility reducing particles	• Reduced airport safety, scenic enjoyment, road safety, and discourages tourism
Toxic air contaminants (TACs): about 200 chemicals have been listed as TACs.	• Cancer • Reproductive and developmental effects • Neurological effects

Source: Common Air Pollutants. CARB. (Website: www.arb.ca.gov/resources/common-air-pollutants; accessed April 2025).
CARB = California Air Resources Board

Table C: Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]		Federal Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
Ozone (O_3)[h]	1-Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.07 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[i]	24-Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter ($PM_{2.5}$)[i]	24-Hour	-		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	9.0 µg/m^3	15.0 µg/m^3	
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m^3)	–	Non-Dispersive Infrared Photometry (NDIR)
	1-Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	
Nitrogen Dioxide (NO_2)[j]	Annual Arithmetic Mean	0.03 ppm (57 µg/m^3)	Gas Phase Chemi-luminescence	53 ppb (100 µg/m^3)	Same as Primary Standard	Gas Phase Chemi-luminescence
	1-Hour	0.18 ppm (339 µg/m^3)		100 ppb (188 µg/m^3)	-	
Lead (Pb)[l,m]	30-Day Average	1.5 µg/m^3	Atomic Absorption	–	–	High-Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m^3 (for certain areas)[l]	Same as Primary Standard	
	Rolling 3-Month Average[i]	–		0.15 µg/m^3		
Sulfur Dioxide (SO_2)[k]	24-Hour	0.04 ppm (105 µg/m3)	Ultraviolet Fluorescence	140 ppb (for certain areas)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3-Hour	–		–		
	1-Hour	0.25 ppm (655 µg/m^3)		75 ppb (196 µg/m^3)[k]	–	
	Annual Arithmetic Mean	–		30 ppb (for certain areas)[k]	10 ppb (26 µg/m^3)	
Visibility-Reducing Particles[l]	8-Hour	See footnote n	Beta Attenuation and Transmittance through Filter Tape.	No Federal Standards		
Sulfates	24-Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[j]	24-Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Source: California Air Resources Board (2024) and United States Environmental Protection Agency (2025).

Table notes are provided on the following page.

[a] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, 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.

[b] 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 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 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 3 years, are equal to or less than the standard. Contact USEPA for further clarification and current national policies.

[c] 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.

[d] Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.

[e] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[f] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[g] Reference method as described by the USEPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the USEPA.

[h] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[i] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24- hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[j] 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.

[k] On June 2, 2010, a new 1-hour SO_2 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 SO_2 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 national 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 national 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. On December 10, 2024, the U.S. EPA revised the secondary SO_2 standard to an annual standard of 10 ppb, averaged over 3 years.
Note that the 1-hour national 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 national 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.

[l] The CARB 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.

[m] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 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.

[n] In 1989, the CARB 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.

°C = degrees Celsius
µg/m^3 = micrograms per cubic meter
CARB = California Air Resources Board
mg/m^3 = milligrams per cubic meter
ppb = parts per billion
ppm = parts per million
USEPA = United States Environmental Protection Agency

ENERGY

Electricity

Electricity is a manmade resource. The production of electricity requires the consumption or conversion of energy resources (including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources) into energy. Electricity is used for a variety of purposes (e.g., lighting, heating, cooling, and refrigeration, and for operating appliances, computers, electronics, machinery, and public transportation systems).

According to the most recent data available, in 2023, California's electricity was generated primarily by natural gas (43.7 percent), renewable sources (56.1 percent), large hydroelectric (12.6 percent), nuclear (8.2 percent), coal (less than 1.0 percent), and other unspecified sources. Total electric generation in California in 2023 was 281,140 gigawatt-hours (GWh), down 2.1 percent from the 2022 total generation of 287,220 GWh.[8]

The project site is within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile area of Central, Coastal, and Southern California.[9] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2022 was 85,870.0 GWh (31,603.7 GWh for the residential sector and 54,266.3 GWh for the non-residential sector.[10] Total electricity consumption in Riverside County in 2022 was 17,780.6 GWh (or 17,780,573,271 kilowatt-hours [kWh]).[11]

Natural Gas

Natural gas is a nonrenewable fossil fuel. Fossil fuels are formed when layers of decomposing plant and animal matter are exposed to intense heat and pressure under the surface of the Earth over millions of years. Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane [CH_4]) that is used as a fuel source. Natural gas is found in naturally occurring reservoirs in deep underground rock formations. Natural gas is used for a variety of uses (e.g., heating buildings, generating electricity, and powering appliances such as stoves, washing machines and dryers, gas fireplaces, and gas grills).

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8 California Energy Commission (CEC). 2023. *2023 Total System Electric Generation*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2023-total-system-electric-generation (accessed May 2025).

9 Southern California Edison (SCE). 2020. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed May 2025).

10 CEC. 2023a. Electricity Consumption by Entity. Website: http://www.ecdms.energy.ca.gov/ (accessed May 2025).

11 CEC. 2023b. Electricity Consumption by County and Entity. Websites: http://www.ecdms.energy.ca.gov/ (accessed May 2025).

Natural gas consumed in California is used for electricity generation (45 percent), residential uses (21 percent), industrial uses (25 percent), and commercial uses (9 percent). California continues to depend on out-of-state imports for nearly 90 percent of its natural gas supply.[12]

The Southern California Gas Company (SoCalGas) is the natural gas service provider for the project site location. SoCalGas provides natural gas to approximately 21.1 million consumers in a 24,000-square-mile service area throughout Central and Southern California, from Visalia to the Mexican border.[13] According to the CEC, total natural gas consumption in the SoCalGas service area in 2022 was 5,026.5 million therms (2,230.2 million therms for the residential sector). Total natural gas consumption in Riverside County in 2022 was 431.1 million therms (431,052,392 therms).[14]

Fuel

Petroleum is also a nonrenewable fossil fuel. Petroleum is a thick, flammable, yellow-to-black mixture of gaseous, liquid, and solid hydrocarbons that occurs naturally beneath the Earth's surface. Petroleum is primarily recovered by oil drilling. It is refined into a large number of consumer products, primarily fuel oil, gasoline, and diesel.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles [SUVs]) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.9 mpg in 2021.[15] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. This act, which originally mandated a national fuel economy standard of 35 mpg by year 2020,[16] applies to cars and light trucks of Model Years 2011 through 2020. In March 2020, the USEPA and National Highway Traffic Safety Administration (NHTSA) finalized the Corporate Average Fuel Economy (CAFE) standards for Model Years 2024–2026 Passenger Cars and Light Trucks, further detailed below.

Gasoline is the most-used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and SUVs. According to the most recent data available, in 2022, total gasoline consumption in California was 316,425 thousand barrels or 1,597.6 trillion British thermal units (BTU).[17] Of the total gasoline consumption, 299,304 thousand barrels or 1,511.2

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[12] CEC. 2023c. Supply and Demand of Natural Gas in California. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed May 2025).

[13] Southern California Gas Company (SoCalGas). 2020. About SoCalGas. Website: https://www.socalgas.com/about-us (accessed May 2025).

[14] CEC. 2023d. Gas Consumption by County and Entity. Website: http://www.ecdms.energy.ca.gov/ (accessed May 2025).

[15] United States Department of Transportation. n.d. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.dot.gov/bts/bts/content/average-fuel-efficiency-us-light-duty-vehicles (accessed May 2025).

[16] United States Department of Energy. 2007. "Energy Independence & Security Act of 2007." Website: https://afdc.energy.gov/laws/373 (accessed May 2025).

[17] United States Energy Information Administration (EIA). 2022. California State Profile and Energy Estimates, Data. Website: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed May 2025).

trillion BTU were consumed for transportation.[18] Based on fuel consumption obtained from CARB's California Emissions Factor Model, Version 2021 (EMFAC2021), approximately 730.6 million gallons of gasoline and 302.4 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2025.[19]

GREENHOUSE GASES

Global climate change is the observed increase in the average temperature of the atmosphere and oceans of the Earth in recent decades. The average near-surface atmospheric temperature rose 0.6 ± 0.2° Celsius (°C) or 1.1 ± 0.4° Fahrenheit (°F) in the 20th century. The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities. The increased amounts of carbon dioxide (CO_2) and other GHGs are the primary causes of the human-induced component of warming. GHGs are released by the burning of fossil fuels, land clearing, agriculture, and other activities, and lead to an increase in the greenhouse effect.[20]

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- CO_2
- Methane
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF_6)

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global warming. Although manmade GHGs include naturally occurring GHGs (e.g., CO_2, methane, and N_2O), some gases (e.g., HFCs, PFCs, and SF_6) are completely new to the atmosphere.

Certain gases (e.g., water vapor) are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the

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18 Ibid.

19 CARB. 2025. California Emissions Factor Model. Emission Inventory. Riverside County. Gasoline and Diesel. Website: https://arb.ca.gov/emfac/emissions-inventory/ff479e229626e4214feaef2f83ed892150d9d110 (accessed May 2025).

20 The temperature on Earth is regulated by a system commonly known as the "greenhouse effect." Just as the glass in a greenhouse lets heat from sunlight in and reduces the heat escaping, greenhouse gases like carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of greenhouse gas results in global warming, the naturally occurring greenhouse effect is necessary to keep our planet at a comfortable temperature.

purposes of this air quality analysis, the term "GHGs" will refer collectively to the six gases listed above.

These gases vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The global warming potential is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere (i.e., atmospheric lifetime). The GWP of each gas is measured relative to carbon dioxide, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of CO_2 equivalents (CO_2e). Table D shows the GWP for each type of GHG. For example, SF_6 is 23,900 times more potent at contributing to global warming than CO_2.

Table D: Global Warming Potential of Greenhouse Gases

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-Year Time Horizon)
Carbon Dioxide	50-200	1
Methane	12	25
Nitrous Oxide	114	310
HFC-23	270	11,700
HFC-134a	14	140
HFC-152a	1.4	140
PFC: Tetrafluoromethane (CF_4)	50,000	6,500
PFC: Hexafluoromethane (C_2F_6)	10,000	9,200
Sulfur Hexafluoride (SF_6)	3,200	23,900

Source: *Second Update to the Climate Change Scoping Plan: Building on the Framework* (CARB 2017). (Website: www.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2017-scoping-plan-documents; accessed April 2025).
CARB = California Air Resources Board
HFC = hydrofluorocarbons
PFC = perfluorocarbons

The following discussion summarizes the characteristics of the six GHGs and black carbon.

Carbon Dioxide

In the atmosphere, carbon generally exists in its oxidized form as CO_2. Natural sources of CO_2 include the respiration (breathing) of humans, animals, and plants, volcanic out gassing, decomposition of organic matter and evaporation from the oceans. Human caused sources of CO_2 include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. Natural sources release approximately 150 billion tons of CO_2 each year, far outweighing the 7 billion tons of manmade emissions of CO_2 each year. Nevertheless, natural removal processes, such as photosynthesis by land- and ocean-dwelling plant species, cannot keep pace with this extra input of manmade CO_2, and consequently, the gas is building up in the atmosphere.

In 2021, total annual CO_2 accounted for approximately 81.2 percent of California's overall GHG emissions.[21] Transportation is the single largest source of CO_2 in California, which is primarily comprised of on-road travel. Electricity production, industrial and residential sources also make important contributions to CO_2 emissions in California.

Methane

CH_4 is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, termites, and oceans. Decomposition occurring in landfills accounts for the majority of human-generated CH_4 emissions in California and in the United States as a whole. Agricultural processes such as intestinal fermentation, manure management, and rice cultivation are also significant sources of CH_4 in California. Total annual emissions of CH_4 accounted for approximately 9.8 percent of GHG emissions in California in 2021.[22]

Nitrous Oxide

N_2O is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. N_2O is a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion emit N_2O, and the quantity emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human generated N_2O emissions in California. N_2O emissions accounted for approximately 3.4 percent of GHG emissions in California in 2021.[23]

Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride

HFCs are primarily used as substitutes for ozone-depleting substances regulated under the Montreal Protocol.[24] PFCs and SF6 are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no aluminum or magnesium production in California; however, the rapid growth in the semiconductor industry leads to greater use of PFCs. HFCs, PFCs, and SF_6 accounted for about 5.6 percent of GHG emissions in California in 2021.[25]

Black Carbon

Black carbon is the most strongly light-absorbing component of PM formed by burning fossil fuels such as coal, diesel, and biomass. Black carbon is emitted directly into the atmosphere in the form of

[21] CARB. n.d.-a. Current California GHG Emission Inventory Data. Website: www.arb.ca.gov/ghg-inventory-data (accessed May 2025).

[22] CARB. n.d.-b. GHGs Descriptions & Sources in California. Website: www.arb.ca.gov/ghg-descriptions-sources (accessed May 2025).

[23] Ibid.

[24] The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the ozone layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for ozone depletion.

[25] CARB. n.d.-a. op. cit.

$PM_{2.5}$ and is the most effective form of PM, by mass, at absorbing solar energy. Per unit of mass in the atmosphere, black carbon can absorb one million times more energy than CO_2.[26] Black carbon contributes to climate change both directly, such as absorbing sunlight, and indirectly, such as affecting cloud formation. However, because black carbon is short-lived in the atmosphere, it can be difficult to quantify its effect on global warming.

Most United States emissions of black carbon come from mobile sources (52 percent), particularly from diesel-fueled vehicles. The other major source of black carbon is open biomass burning, including wildfires, although residential heating and industry also contribute. The CARB estimates that the annual black carbon emissions in California will be reduced approximately 50 percent below 2013 levels by 2030.[27]

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26 United States Environmental Protection Agency (USEPA). 2015. Black Carbon, Basic Information. February 14, 2017. Website: 19january2017snapshot.epa.gov/www3/airquality/blackcarbon/basic.html (accessed May 2025).

27 CARB. 2017b. *Short-Lived Climate Pollutant Reduction Strategy.* March. Website: www.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf (accessed May 2025).

REGULATORY SETTING

AIR QUALITY REGULATIONS

The USEPA and the CARB regulate direct emissions from motor vehicles. The SCAQMD is the regional agency primarily responsible for regulating air pollution emissions from stationary sources (e.g., factories) and indirect sources (e.g., traffic associated with new development), as well as monitoring ambient pollutant concentrations.

Federal Regulations

Federal Clean Air Act

The 1970 federal Clean Air Act (CAA) authorized the establishment of national health-based air quality standards and also set deadlines for their attainment. The Federal Clean Air Act Amendments of 1990 changed deadlines for attaining national standards as well as the remedial actions required of areas of the nation that exceed the standards. Under the CAA, State and local agencies in areas that exceed the national standards are required to develop State Implementation Plans to demonstrate how they will achieve the national standards by specified dates.

State Regulations

California Clean Air Act

In 1988, the California Clean Air Act (CCAA) required that all air districts in the State endeavor to achieve and maintain CAAQS for CO, O_3, SO_2, and NO_2 by the earliest practical date. The CCAA provides districts with authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and area-wide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality standards. Generally, the State standards for these pollutants are more stringent than the national standards.

California Air Resources Board

The CARB is the State's "clean air agency." The CARB's goals are to attain and maintain healthy air quality, protect the public from exposure to toxic air contaminants, and oversee compliance with air pollution rules and regulations.

Assembly Bill 2588 Air Toxics "Hot Spots" Information and Assessment Act. Under Assembly Bill (AB) 2588, stationary sources of air pollutants are required to report the types and quantities of certain substances their facilities routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, identify facilities having localized impacts, determine health risks, and notify nearby residents of significant risks.

The California Air Resources Board Handbook. The CARB has developed the CARB Handbook,[28] which is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. According to the CARB Handbook, air pollution studies have shown an association between respiratory and other non-cancer health effects and proximity to high traffic roadways. Other studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California. The CARB Handbook recommends that county and city planning agencies strongly consider proximity to these sources when finding new locations for "sensitive" land uses such as homes, medical facilities, daycare centers, schools, and playgrounds.

Land uses that can produce air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the CARB Handbook include taking steps to avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day or rural roads with 50,000 vehicles/day;
- Within 1,000 feet of a major service and maintenance rail yard;
- Immediately downwind of ports (in the most heavily impacted zones) and petroleum refineries;
- Within 300 feet of any dry cleaning operation (for operations with two or more machines, provide 500 feet); and
- Within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater).

The CARB Handbook specifically states that its recommendations are advisory and acknowledges land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.

The recommendations are generalized and do not consider site-specific meteorology, freeway truck percentages, or other factors that influence risk for a particular project site. The purpose of this guidance is to help land use agencies determine when to further examine project sites for actual health risk associated with the location of new sensitive land uses.

Regional Regulations

South Coast Air Quality Management District

The SCAQMD has jurisdiction over most air quality matters in the South Coast Air Basin (Basin). This area includes all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of

[28] CARB. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective.* April.

Riverside County. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin and is tasked with implementing certain programs and regulations required by the CAA and the CCAA. The SCAQMD prepares plans to attain CAAQS and NAAQS. SCAQMD is directly responsible for reducing emissions from stationary (area and point) sources. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The proposed project could be subject to the following SCAQMD rules and regulations:[29]

- **Regulation IV - Prohibitions:** This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air pollutant emissions, fuel contaminants, start-up/shutdown exemptions, and breakdown events.
    - **Rule 402 - Nuisance:** This rule restricts the discharge of any contaminant in quantities that cause or have a natural ability to cause injury, damage, nuisance, or annoyance to businesses, property, or the public.
    - **Rule 403 - Fugitive Dust:** This rule requires the prevention, reduction, or mitigation of fugitive dust emissions from a project site. Rule 403 restricts visible fugitive dust to a project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, Rule 403 requires an applicant to utilize one or more of the best available control measures (identified in the tables within the rule). Control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Finally, Rule 403 requires that a contingency plan be prepared if so determined by the USEPA. In addition, SCAQMD Rule 403(e), Additional Requirements for Large Operations, includes requirements to provide Large Operation Notification Form 403 N, appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control training class in the Basin.
- **Regulation XI - Source Specific Standards:** Regulation XI sets emissions standards for different sources.
    - **Rule 1113 - Architectural Coatings:** This rule limits the amount of VOCs from architectural coatings and solvents, which lowers the emissions of odorous compounds.

The SCAQMD is responsible for demonstrating regional compliance with AAQS but has limited indirect involvement in reducing emissions from fugitive, mobile, and natural sources. To that end, the SCAQMD works cooperatively with the CARB, the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and other federal and State government agencies. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs) to meet CAAQS and NAAQS. SCAQMD and the SCAG are responsible for formulating and implementing the AQMP for the Basin. The main purpose of an AQMP is to bring

[29] SCAQMD. 2024. South Coast AQMD Rule Book. Website: www.aqmd.gov/home/rules-compliance/rules (accessed May 2025).

the area into compliance with federal and State air quality standards. Every 3 years, SCAQMD prepares a new AQMP, updating the previous plan and 20-year horizon.[30]

The Final 2022 Air Quality Management Plan is the currently adopted AQMP. Key elements of the Final 2022 AQMP include the following:

- Calculating and taking credit for co-benefits from other planning efforts (e.g., climate, energy, and transportation)
- A strategy with fair-share emission reductions at the federal, State, and local levels
- Investment in strategies and technologies meeting multiple air quality objectives
- Seeking new partnerships and significant funding for incentives to accelerate deployment of zero-emission and near-zero emission technologies
- Enhanced socioeconomic assessment, including an expanded environmental justice analysis
- Attainment of the 24-hour $PM_{2.5}$ standard in 2019 with no additional measures
- Attainment of the annual $PM_{2.5}$ standard by 2025 with implementation of a portion of the O_3 strategy
- Attainment of the 1-hour O_3 standard by 2022 with no reliance on "black box" future technology (CAA Section 182(e)(5) measures)

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 energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard.

Southern California Association of Governments

SCAG is a council of governments for Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura Counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With regard to air quality planning, SCAG prepares the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), which address regional development and growth forecasts and form the basis for the land use and transportation control portions of the AQMP and are utilized in the preparation of the air

30 SCAQMD. 2022. *Final 2022 Air Quality Management Plan*. December 2.

quality forecasts and consistency analysis included in the AQMP. The RTP, RTIP, and AQMP are based on projections originating within local jurisdictions.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan (RCP) provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the SCAQMD. The RCP is a framework for decision-making for local governments, assisting them in meeting federal and State mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes. Policies within the RCP include consideration of air quality, land use, transportation, and economic relationships by all levels of government.

SCAG adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) in April 2024. Connect SoCal 2024 is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal 2024 is an important planning document for the region, allowing project sponsors to qualify for federal funding and takes into account operations and maintenance costs, to ensure reliability, longevity, and cost effectiveness. The forecasted development pattern, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by CARB.

Local Regulations

City of Lake Elsinore General Plan

The City of Lake Elsinore (City) addresses air quality in the Resource Protection and Preservation Element of the City's General Plan.[31] The Resource Protection and Preservation Element contains policies indirectly related to air quality, including measures that promote green building, energy, and resource efficiency building practices. The following policies from the Resource Protection and Preservation Element are applicable to the proposed project:

- **Policy 14.2:** Measures shall be established that aim to reduce emissions generated from City uses, community uses (community actions) and new development (City discretionary actions).

ENERGY REGULATORY SETTING

Federal and State agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the USEPA are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements. On the State level, the

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31 City of Lake Elsinore. 2011. *City of Lake Elsinore General Plan – Resource Protection and Preservation Element.* December 13. Website: www.lake-elsinore.org/DocumentCenter/View/2247/Chapter-40---Resource-Protection-and-Preservation---46-to-49-PDF (accessed May 2025).

California Public Utilities Commission (CPUC) and the CEC are two agencies with authority over different aspects of energy.

The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies and serves the public interest by protecting consumers and ensuring the provision of safe, reliable utility service and infrastructure at reasonable rates, with a commitment to environmental enhancement and a healthy California economy.

The CEC is the primary energy policy and planning agency for the State. The CEC forecasts future energy needs, promotes energy efficiency, supports energy research, develops renewable energy resources, and plans for/directs State response to energy emergencies. The applicable federal, State, regional, and local regulatory framework is discussed below.

Federal Regulations

Energy Policy Act of 2005

The Energy Policy Act of 2005 seeks to reduce reliance on nonrenewable energy resources and provide incentives to reduce current demand on these resources. For example, under this act, consumers and businesses can obtain federal tax credits for purchasing fuel-efficient appliances and products (including hybrid vehicles), building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

Corporate Average Fuel Economy Standards

On March 31, 2022, the NHTSA finalized the CAFE standards for Model Years 2024–2026 Passenger Cars and Light Trucks. The amended CAFE standards would require an industry wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024–2025, and 10 percent annually for model year 2026. The final standards are estimated to save about 234 billion gallons of gasoline between model years 2030 to 2050.

State Regulations

Assembly Bill 1575, Warren-Alquist Act

In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted AB 1575 (also known as the Warren-Alquist Act), which created the CEC. The statutory mission of the CEC is to forecast future energy needs; license power plants of 50 megawatts or larger; develop energy technologies and renewable energy resources; plan for and direct State responses to energy emergencies; and, perhaps most importantly, promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code (PRC) Section 21100(b)(3) and *State CEQA Guidelines* Section 15126.4 to require Environmental Impact Reports (EIRs) to include, where relevant, mitigation measures proposed to minimize the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F to the *State CEQA Guidelines*. Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the *State CEQA Guidelines* also states that the goal of conserving energy implies the wise and efficient use of energy and the means of achieving this goal, including (1) decreasing overall per capita energy consumption; (2) decreasing reliance on fossil fuels such as coal, natural gas, and oil; and (3) increasing reliance on renewable energy sources.

Senate Bill 1389, Energy: Planning and Forecasting

In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles (ZEVs) and their infrastructure needs, and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

In compliance with the requirements of SB 1389, the CEC adopts an Integrated Energy Policy Report every 2 years and an update every other year. The most recently adopted report includes the *2023 Integrated Energy Policy Report.*[32] The *Integrated Energy Policy Report* covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast. The *Integrated Energy Policy Report* provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs.

Renewable Portfolio Standard

SB 1078 established the California Renewable Portfolio Standards program in 2002. SB 1078 initially required that 20 percent of electricity retail sales be served by renewable resources by 2017; however, this standard has become more stringent over time. In 2006, SB 107 accelerated the standard by requiring that the 20 percent mandate be met by 2010. In April 2011, SB 2 required that 33 percent of electricity retail sales be served by renewable resources by 2020. In 2015, SB 350 established tiered increases to the Renewable Portfolio Standards of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. In 2018, SB 100 increased the requirement to 60 percent by 2030 and required that all the State's electricity come from carbon-free resources by 2045. SB 100 took effect on January 1, 2019.[33]

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[32] CEC. 2023. *2023 Integrated Energy Policy Report*. California Energy Commission. Docket Number: 23-IEPR-01.

[33] California Public Utilities Commission (CPUC). 2019. Renewables Portfolio Standard Program. Website: cpuc.ca.gov/rps (accessed May 2025).

California Energy Code

Energy consumption by new buildings in California is regulated by the Building Energy Efficiency Standards in Part 6 of Title 24 of the California Code of Regulations (CCR), known as the Energy Code. The CEC first adopted the Building Energy Efficiency Standards for Residential and Non-residential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the State. The Energy Code is updated every 3 years, with the most recent update consisting of the 2022 Energy Code that became effective January 1, 2023. Mid-cycle supplements to the 2022 Energy Code became effective on July 1, 2024. The efficiency standards apply to both new construction and rehabilitation of both residential and nonresidential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in the Energy Code.

California Green Building Standards Code

In 2010, the California Building Standards Commission adopted Part 11 of the Title 24 Building Energy Efficiency Standards, referred to as the California Green Building Standards Code (CALGreen Code). The CALGreen Code took effect on January 1, 2011. The CALGreen Code is updated on a regular basis, with the most recent update consisting of the 2022 CALGreen Code standards that became effective January 1, 2023. The CALGreen Code established mandatory measures for residential and nonresidential building construction and encouraged sustainable construction practices in the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the CALGreen Code standards have co-benefits of reducing energy consumption from residential and nonresidential buildings subject to the standard.

California Energy Efficiency Strategic Plan

On September 18, 2008, the CPUC adopted California's first Long-Term Energy Efficiency Strategic Plan, presenting a roadmap for energy efficiency in California. The Strategic Plan was updated in 2011. The Plan articulates a long-term vision and goals for each economic sector and identifies specific near-term, mid-term, and long-term strategies to assist in achieving those goals. The Plan also reiterates the following four specific programmatic goals known as the "Big Bold Energy Efficiency Strategies" that were established by the CPUC in Decisions D.07-10-032 and D.07-12-051:

- All new residential construction will be zero net energy (ZNE) by 2020.
- All new commercial construction will be ZNE by 2030.
- 50 percent of commercial buildings will be retrofitted to ZNE by 2030.
- 50 percent of new major renovations of State buildings will be ZNE by 2025.

Regional Regulations

There are no regional regulations that apply to the proposed project.

Local Regulations

City of Lake Elsinore General Plan

The City of Lake Elsinore addresses energy in the Resource Protection and Preservation Element of the City's General Plan.[34] The Resource Protection and Preservation Element contains policies indirectly related to energy, including measures that promote green building, energy, and resource efficiency building practices. The following policies from the Resource Protection and Preservation Element are applicable to the proposed project:

- **Policy 14.2:** Measures shall be established that aim to reduce emissions generated from City uses, community uses (community actions) and new development (City discretionary actions).

GREENHOUSE GAS REGULATORY SETTING

This section describes regulations related to GHGs at the federal, State, and local level.

Federal Regulations

The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the USEPA has the authority to regulate CO_2 emissions under the CAA. While there currently are no adopted federal regulations for the control or reduction of GHG emissions, the USEPA commenced several actions in 2009 to implement a regulatory approach to global climate change.

This includes the 2009 USEPA final rule for mandatory reporting of GHGs from large GHG emission sources in the United States. Additionally, the USEPA Administrator signed an endangerment finding action in 2009 under the CAA, finding that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change, leading to national GHG emission standards.

In October 2012, the USEPA and the NHTSA, on behalf of the United States Department of Transportation, issued final rules to further reduce GHG emissions and improve CAFE standards for light-duty vehicles for model years 2017 and beyond (77 *Federal Register* 62624). The NHTSA's CAFE standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both federal programs and the standards of California and other states. This program would increase fuel economy to the equivalent of 54.5 miles per gallon, limiting vehicle emissions to 163 grams of CO_2 per mile for the fleet of cars and light-duty trucks by model year 2025 (77 *Federal Register* 62630).

On March 31, 2022, the NHTSA finalized the CAFE standards for Model Years 2024–2026 Passenger Cars and Light Trucks. The amended CAFE standards would require an industry wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024–2025, and 10 percent annually

34 City of Lake Elsinore. 2011. *City of Lake Elsinore General Plan – Resource Protection and Preservation Element.* December 13. Website: www.lake-elsinore.org/DocumentCenter/View/2247/Chapter-40---Resource-Protection-and-Preservation---46-to-49-PDF (accessed May 2025).

for model year 2026. The final standards are estimated to save about 234 billion gallons of gas between model years 2030 to 2050.

State Regulations

The CARB is the lead agency for implementing climate change regulations in the State. Since its formation, the CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Key efforts by the State are described below.

Assembly Bill 1493 (2002)

In a response to the transportation sector's significant contribution to California's CO_2 emissions, AB 1493 was enacted on July 22, 2002. AB 1493 requires the CARB to set GHG emission standards for passenger vehicles and light duty trucks (and other vehicles whose primary use is noncommercial personal transportation in the State) manufactured in 2009 and all subsequent model years. These standards (starting in model years 2009 to 2016) were approved by the CARB in 2004, but the needed waiver of CCAA Preemption was not granted by the USEPA until June 30, 2009. The CARB responded by amending its original regulation, now referred to as Low Emission Vehicle III, to take effect for model years starting in 2017 to 2025. The Trump administration revoked California's waiver in 2019; however, the Biden administration restored California's waiver in 2021.

Executive Order S-3-05 (2005)

Governor Arnold Schwarzenegger signed Executive Order (EO) S-3-05 on June 1, 2005, which proclaimed that California is vulnerable to the impacts of climate change. To combat those concerns, the executive order established California's GHG emissions reduction targets, which established the following goals:

- GHG emissions should be reduced to 2000 levels by 2010;
- GHG emissions should be reduced to 1990 levels by 2020; and
- GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

The Secretary of the California Environmental Protection Agency (CalEPA) is required to coordinate efforts of various State agencies in order to collectively and efficiently reduce GHGs. A biannual progress report must be submitted to the Governor and State Legislature disclosing the progress made toward GHG emission reduction targets. In addition, another biannual report must be submitted illustrating the impacts of global warming on California's water supply, public health, agriculture, the coastline, and forestry, and report possible mitigation and adaptation plans to address these impacts.

The Secretary of CalEPA leads this Climate Action Team (CAT) made up of representatives from State agencies as well as numerous other boards and departments. The CAT members work to coordinate statewide efforts to implement global warming emission reduction programs and the State's Climate Adaptation Strategy. The CAT is also responsible for reporting on the progress made toward meeting the statewide GHG targets that were established in the executive order and further defined under AB 32, the "Global Warming Solutions Act of 2006." The first CAT Report to the Governor and the Legislature was released in March 2006, which it laid out 46 specific emission reduction strategies for reducing GHG emissions and reaching the targets established in the executive order. The most recent report was released in December 2020.

Assembly Bill 32 (2006), California Global Warming Solutions Act

California's major initiative for reducing GHG emissions is AB 32, passed by the State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels by 2020. The CARB has established the level of GHG emissions in 1990 at 427 million metric tons (MMT) of CO_2e (MMT CO_2e). The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual 2020 emissions of 596 MMT. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The Scoping Plan was approved by the CARB on December 11, 2008, and contains the main strategies California will implement to achieve the reduction of approximately 169 MMT CO_2e, or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT CO_2e under a business-as-usual scenario (this is a reduction of 42 MMT CO_2e, or almost 10 percent from 2002–2004 average emissions). The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2e);
- The Low-Carbon Fuel Standard (15.0 MMT CO_2e);
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e); and
- A renewable portfolio standard for electricity production (21.3 MMT CO_2e).

The CARB approved the First Update to the Climate Change Scoping Plan on May 22, 2014. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines CARB climate change priorities until 2020 and also sets the groundwork to reach long-term goals set forth in EOs S-3-05 and B-16-2012. The Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals as defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,[35] to reflect the 2030 target set by EO B-30-15 and codified by SB 32.

Most recently, the 2022 Scoping Plan[36] was approved in December 2022 and assesses progress towards achieving the SB 32 2030 target and lay out a path to achieve carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing

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[35] CARB. 2017a. *California's 2017 Climate Change Scoping Plan*. November.

[36] CARB. 2021. *2022 Scoping Plan Update*. May 10. Website: www.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed May 2025).

paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

Senate Bill 97 (2007)

SB 97, signed by the Governor in August 2007 (Chapter 185, Statutes of 2007; PRC, Sections 21083.05 and 21097), acknowledges climate change is a prominent environmental issue that requires analysis under the California Environmental Quality Act (CEQA). This bill directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the California Resources Agency guidelines for mitigating GHG emissions or the effects of GHG emissions, as required by CEQA.

The California Natural Resources Agency adopted the amendments to the *State CEQA Guidelines* in November 2018, which went into effect in December 2018. The amendments do not identify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. The amendments encourage lead agencies to consider many factors in performing a CEQA analysis, but preserve the discretion granted by CEQA to lead agencies in making their own determinations based on substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs when they perform individual project analyses.

Senate Bill 375 (2008)

SB 375, the Sustainable Communities and Climate Protection Act, which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. On September 23, 2010, the CARB adopted the vehicular GHG emissions reduction targets that had been developed in consultation with the Metropolitan Planning Organization (MPOs); the targets require a 6 to 15 percent reduction by 2020 and between 13 to 19 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant GHG reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs such as the Fresno Council of Governments will work with local jurisdictions in the development of Sustainable Communities Strategy (SCS) designed to integrate development patterns and the transportation network in a way that reduces GHG emissions while meeting housing needs and other regional planning objectives. Pursuant to SB 375, the Los Angeles/Southern California reduction targets for per capita vehicular emissions were 8 percent by 2020 and are 19 percent by 2035 as shown in Table E.

Table E: Senate Bill 375 Regional Greenhouse Gas Emissions Reduction Targets

Metropolitan Planning Organization	By 2020 (percent)	By 2035 (percent)
San Francisco Bay Area	10	19
San Diego	15	19
Sacramento	7	19
Central Valley/San Joaquin	6–13	13–16
Los Angeles/Southern California	8	19

Source: California Air Resources Board (2018).

Executive Order B-30-15 (2015)

Governor Jerry Brown signed EO B-30-15 on April 29, 2015, which added the immediate target of:

- GHG emissions should be reduced to 40 percent below 1990 levels by 2030.

All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target, and therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

Senate Bill 350 (2015) Clean Energy and Pollution Reduction Act

SB 350, signed by Governor Jerry Brown on October 7, 2015, updates and enhances AB 32 by introducing the following set of objectives in clean energy, clean air, and pollution reduction for 2030:

- Raise California's renewable portfolio standard from 33 percent to 50 percent; and
- Increasing energy efficiency in buildings by 50 percent by the year 2030.

The 50 percent renewable energy standard will be implemented by the California Public Utilities Commission for the private utilities and by the California Energy Commission for municipal utilities. Each utility must submit a procurement plan showing it will purchase clean energy to displace other non-renewable resources. The 50 percent increase in energy efficiency in buildings must be achieved through the use of existing energy efficiency retrofit funding and regulatory tools already available to state energy agencies under existing law. The addition made by this legislation requires State energy agencies to plan for and implement those programs in a manner that achieves the energy efficiency target.

Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197

In summer 2016 the Legislature passed, and the Governor signed, SB 32, and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 EO

B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million CO_2e and reduce the likelihood of catastrophic impacts from climate change.

The companion bill to SB 32, AB 197, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, which raises California's Renewables Portfolio Standard (RPS) requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18

EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279

AB 1279 was signed in September of 2022, and codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter. This bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045 and directs CARB to work with relevant State agencies to achieve these goals.

Title 24, Part 11, Building Standards Code and CALGreen Code

In November 2008, the California Building Standards Commission established the California Green Building Standards Code (CALGreen Code), which sets performance standards for residential and non-residential development to reduce environmental impacts and encourage sustainable construction practices. The CALGreen Code addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code is updated every 3 years and was most recently updated in 2019 to include new mandatory measures for residential as well as non-residential uses; the new measures took effect on January 1, 2020. The current set of standards was adopted in 2022 and applies to projects seeking building permits on or after January 1, 2023.

California Building Efficiency Standards (Title 24, Part 6)

The California Building Standards Code, or Title 24 of the CCR contains the regulations that govern the construction of buildings in California. Within the Building Standards Code, two parts pertain to the incorporation of both energy efficient and green building elements into land use development. Part 6 is California's Energy Efficiency Standards for Residential and Non-Residential Buildings. These standards were first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption and are updated on an approximately 3-year cycle to allow consideration and possible incorporation of new energy efficient technologies and methods. All buildings for which an application for a building permit is submitted on or after January 1, 2020, must follow the 2019 standards. The current set of standards was adopted in 2022 and applies to projects seeking building permits on or after January 1, 2023. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

Cap and Trade

The development of a cap-and-trade program was included as a key reduction measure of the CARB AB 32 Climate Change Scoping Plan. The cap-and-trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by 2020 and ultimately achieving an 80 percent reduction from 1990 levels by 2050. The cap-and-trade emissions trading program developed by the CARB took effect on January 1, 2012, with enforceable compliance obligations beginning January 1, 2013. The cap-and-trade program aims to regulate GHG emissions from the largest producers in the State by setting a statewide firm limit, or cap, on allowable annual GHG emissions. The cap was set in 2013 at approximately 2 percent below the emissions forecast for 2020. In 2014, the cap declined approximately 2 percent. Beginning in 2015 and continuing through 2020, the cap has been declining approximately 3 percent annually. The CARB administered the first auction on November 14, 2012, with many of the qualified bidders representing corporations or organizations that produce large amounts of GHG emissions, including energy companies, agriculture and food industries, steel mills, cement companies, and universities. On January 1, 2015, compliance obligation began for distributors of transportation fuels, natural gas, and other fuels. The cap-and-trade program was initially slated to sunset in 2020 but the passage of SB 398 in 2017 extended the program through 2030.

Executive Order N-79-20

EO N-79-20, which was signed by the Governor on September 23, 2020, sets the following goals for the State: 100 percent of in-state sales of new passenger cars and trucks shall be zero-emission by 2035; 100 percent of medium- and heavy-duty vehicles in the State shall be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and 100 percent of off-road vehicles and equipment in the State shall be zero-emission by 2035, where feasible.

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990.

According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Through other statutes and regulations, this 50 percent diversion rate also applies to State agencies. In order of priority, waste reduction efforts must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal. In 2011, AB 341 modified the California Integrated Waste Management Act and directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. The resulting 2012 Mandatory Commercial Recycling Regulation requires that on and after July 1, 2012, certain businesses that generate four cubic yards or more of commercial solid waste per week shall arrange recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to a recycling service that includes mixed waste processing. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939, the Integrated Waste Management Act. In April 2016, AB 1826 further modified the California Integrated Waste Management Act, requiring businesses that generate a specified amount of organic waste per week to arrange for recycling services for that organic waste in a specified manner. As such, in September of 2020, CalRecycle determined that businesses generating more than two cubic yards of organic waste per week would be subject to these waste collection requirements. Diverting organic waste from landfills reduces emissions of CH_4. This is equivalent to reducing anaerobic decomposition of organic waste that would have otherwise occurred in landfills where organic waste is often buried with other inorganic waste.

Low Carbon Fuel Standard

In January 2007, EO S-01-07 established a Low Carbon Fuel Standard (LCFS). This executive order calls for a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and that an LCFS for transportation fuels be established for California. The LCFS applies to all refiners, blenders, producers, or importers ("Providers") of transportation fuels in California, including fuels used by off-road construction equipment. In June 2007, CARB adopted the LCFS under AB 32 pursuant to Health and Safety Code Section 38560.5, and, in April 2009, CARB approved the new rules and carbon intensity reference values with new regulatory requirements taking effect in January 2011. The standards require providers of transportation fuels to report on the mix of fuels they provide and demonstrate they meet the LCFS intensity standards annually. This is accomplished by ensuring that the number of "credits" earned by providing fuels with a lower carbon intensity than the established baseline (or obtained from another party) is equal to or greater than the "deficits" earned from selling higher intensity fuels. In response to certain court rulings, CARB re-adopted the LCFS regulation in September 2015, and the LCFS went into effect on January 1, 2016. In 2018, CARB approved amendments to the regulation to readjust carbon intensity benchmarks to meet California's 2030 GHG reductions targets under SB 32. These amendments include opportunities to promote ZEV adoption, carbon capture and sequestration, and advanced technologies for decarbonization of the transportation sector.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of ZEVs, into a single package of regulatory standards for vehicle model years 2017 through 2025. The new regulations strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's ZEVs regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the State. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 40 percent fewer GHGs and 75 percent fewer smog-forming emissions than 2012 model year vehicles.

Executive Order B-48-18

In January 2018, Governor Brown signed EO B-48-18 requiring all State entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the LCFS program, and recommend how to ensure affordability and accessibility for all drivers.

Regional Regulations

South Coast Air Quality Management District

In 2008, the SCAQMD formed a GHG CEQA Significance Threshold Working Group (Working Group) to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the Basin. The Working Group developed several different options that are contained in the SCAQMD 2008 draft guidance document titled, *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans,*[37] that could be applied by lead agencies. On September 28, 2010, SCAQMD Working Group Meeting No. 15 provided further guidance, including a tiered approach for evaluating GHG emissions for development projects where the SCAQMD is not the lead agency. The SCAQMD has not presented a finalized version of these thresholds to the governing board.

The SCAQMD identifies the emissions level for which a project would not be expected to substantially conflict with any State legislation adopted to reduce statewide GHG emissions. As such, the utilization of a service population represents the rates of emissions needed to achieve a fair

[37] SCAQMD. 2008b. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans*.

share of the State's mandated emissions reductions. Overall, the SCAQMD identifies a GHG efficiency level that, when applied statewide or to a defined geographic area, would meet the year 2020 and post-2020 emissions targets as required by AB 32 and SB 32. If projects are able to achieve targeted rates of emissions per the service population, the State will be able to accommodate expected population growth and achieve economic development objectives, while also abiding by AB 32's emissions target and future post-2020 targets.

Southern California Association of Governments

In April 2024, SCAG adopted the Connect SoCal 2024 (2024 RTP/SCS).[38] In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources. For the SCAG region, CARB has set GHG reduction targets at 8 percent below 2005 per capita emissions levels by 2020, and 19 percent below 2005 per capita emissions levels by 2035. The RTP/SCS lays out a strategy for the region to meet these targets. Overall, the SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. Land use strategies to achieve the region's targets include planning for new growth around high-quality transit areas and livable corridors, and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles.[39] However, the SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the SCS; SCAG is required to consider local land use controls when drafting the SCS.

Local Regulations

City of Lake Elsinore Climate Action Plan

In 2011, the City of Lake Elsinore approved their Climate Action Plan (CAP).[40] The CAP is designed to establish GHG emissions reduction strategies and measures to reduce the City's proportionate share of emissions to meet the statewide targets identified in AB 32 and EO S-3-05. The City of Lake Elsinore has committed to the following reduction measures that will be applicable to the proposed project.

- Measure T-1.2: Pedestrian Infrastructure. Through the development review process, require the installation of sidewalks along new and reconstructed streets. Also require new subdivisions and large developments to provide sidewalks or paths to internally link all uses where applicable and provide connections to neighborhood activity centers, major destinations, and transit facilities contiguous with the project site; implement through conditions of approval.

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[38] Southern California Association of Governments (SCAG). 2024. *Connect SoCal: The 2024 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments.* Website: scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed May 2025).

[39] SCAG. 2024. *Connect SoCal: The 2024 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. Website: scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed May 2025).

[40] City of Lake Elsinore. 2011. *City of Lake Elsinore Climate Action Plan.* December 13. Website: www.lake-elsinore.org/469/Lake-Elsinore-Climate-Action-Plan (accessed May 2025).

- Measure T-1.4: Bicycle Infrastructure. Through the development review process, require new development, as applicable, to implement and connect to the network of Class I, II and III bikeways, trails and safety features identified in the General Plan, Bike Lane Master Plan, Trails Master Plan and Western Riverside County Non-Motorized Transportation plan; implement through conditions of approval. The City will also continue to pursue and utilize funding when needed to implement portions of these plans.

- Measure T-1.5: Bicycle Parking Standards. Through the development review process, enforce the following short-term and long-term bicycle parking standards for new non-residential development (consistent with 2010 California Green Building Code [CALGreen], Section 5.106.4), and implement through conditions of approval:

    - Short-Term Bicycle Parking: If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitor entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

    - Long-Term Bicycle Parking: For buildings with over 10 tenant occupants, provide secure bicycle parking for 5% of tenant-occupied motorized vehicle parking capacity, with a minimum of one space.

- Measure T-2.1: Designated Parking for Fuel-Efficient Vehicles. Amend the Municipal Code to require that new non-residential development designate 10% of total parking spaces for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles (consistent with CALGreen Tier 1, Sections A5.106.5.1 and A5.106.5.3) and implement through conditions of approval. Parking stalls shall be marked “Clean Air Vehicle.”

- Measure E-1.1: Tree Planting Requirements. Through the development review process, require new development to plant at minimum one 15-gallon non-deciduous, umbrella-form tree per 30 linear feet of boundary length near buildings, per the Municipal Code. Trees shall be planted in strategic locations around buildings or to shade pavement in parking lots and streets.

SETTING

This section provides the current SCAQMD attainment status, climate and air quality, ambient air quality monitoring results, and GHG emissions inventory.

ATTAINMENT STATUS

The CARB is required to designate areas of the state as attainment, nonattainment, or unclassified for all State standards. An *attainment* designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A *nonattainment* designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An *unclassified* designation signifies that data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The USEPA designates areas for O_3, CO, and NO_2 as either does not meet the primary standards, or cannot be classified, or better than national standards. For SO_2, areas are designated as does not meet the primary standards, does not meet the secondary standards, cannot be classified, or better than national standards.

Table F provides a summary of the attainment status for the Basin with respect to NAAQS and CAAQS.

Table F: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O3 1 hour	Nonattainment	Extreme Nonattainment
O3 8 hour	Nonattainment	Extreme Nonattainment
PM10	Nonattainment	Attainment/Maintenance
PM2.5	Nonattainment	Serious Nonattainment
CO	Attainment	Attainment/Maintenance
NO2	Attainment	Attainment/Maintenance
SO2	N/A	Attainment/Unclassified
Lead	Attainment	Attainment[1]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin (SCAQMD website: www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf; accessed April 2025), and Nonattainment Areas for Criteria Pollutants (Green Book) (EPA website: www.epa.gov/green-book; accessed April 2025).

[1] Except in Los Angeles County.

CO = carbon monoxide
N/A = not applicable
NO2 = nitrogen dioxide
O3 = ozone
PM10 = particulate matter less than 10 microns in size
PM2.5 = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SO2 = sulfur dioxide
USEPA = United States Environmental Protection Agency

EXISTING CLIMATE AND AIR QUALITY

Air quality in the planning area is not only affected by various emission sources (e.g., mobile and industry), but also by atmospheric conditions (e.g., wind speed, wind direction, temperature, and rainfall). The combination of topography, low mixing height, abundant sunshine, and emissions from the second-largest urban area in the United States gives the Basin some of the worst air pollution in the nation.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s°F. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station closest to the site is the Perris Station.[41] The monthly average maximum temperature recorded at this station ranged from 64.5°F in December to 96.9°F in August, with an annual average maximum of 78.7°F. The monthly average minimum temperature recorded at this station ranged from 34.7°F in January to 58.7°F in August, with an annual average minimum of 45.3°F. These levels are representative of the project area.

The majority of annual rainfall in the Basin occurs between November and March. Summer rainfall is minimal and is generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the Basin and along the coastal side of the mountains. Average monthly rainfall at the Perris station varied from 0.06 inch in August to 1.97 inches in March, with an annual total of 10.42 inches. Patterns in monthly and yearly rainfall totals are unpredictable due to fluctuations in the weather.

The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid-afternoon to late afternoon on hot summer days when the air appears to clear up suddenly. Winter inversions frequently break by midmorning.

Winds in the project area blow predominantly from the south-southwest, with relatively low velocities. Wind speeds in the project area average about 5 miles per hour (mph). Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds, together with a persistent temperature inversion, limit the vertical dispersion of air pollutants throughout the Basin. Strong, dry, north, or northeasterly winds, known as Santa Ana winds, occur during the fall and winter months, dispersing air contaminants. The Santa Ana conditions tend to last for several days at a time.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are the lowest. During periods of low inversions and low wind speeds, air pollutants generated in

41 Western Regional Climate Center. n.d. Recent Climate in the West. Website: www.wrcc.dri.edu (accessed May 2025).

urbanized areas are transported predominantly on shore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problems are CO and NO_X because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and brighter sunshine combine to cause a reaction between hydrocarbons and NO_x to form photochemical smog. Smog is a general term that is naturally occurring fog that has become mixed with smoke or pollution. In this context it is better described as a form of air pollution produced by the photochemical reaction of sunlight with pollutants that have been released into the atmosphere, especially by automotive emissions.

AIR QUALITY MONITORING RESULTS

Air quality monitoring stations are located throughout the nation and are maintained by the local air pollution control district and State air quality regulating agencies. The SCAQMD, together with the CARB, maintains ambient air quality monitoring stations in the Basin. The air quality monitoring stations closest to the project site are located at 506 West Flint Street in Lake Elsinore and at 5888 Missions Boulevard in Rubidoux.

Pollutant monitoring results for years 2021 to 2023 at the Lake Elsinore and Rubidoux ambient air quality monitoring stations, shown in Table G, indicate that air quality in the area has generally been moderate. As indicated in the monitoring results, the State PM_{10} standard had an unknown number of exceedances in the 3-year period. The federal PM_{10} standard was exceeded one time in 2023 only. The $PM_{2.5}$ federal standard was exceeded an unknown number of times during the 3-year period. The 1-hour ozone State standard was exceeded 18 times in 2021, 17 times in 2022, and 10 times in 2023. The 8-hour ozone State standard was exceeded 46 times in 2021, 37 times in 2022, and 35 times in 2023. The 8-hour ozone federal standard was 44 times in 2021, 37 times in 2022, and 31 times in 2023. In addition, the CO, SO_2, and NO_2 standards were not exceeded in this area during the 3-year period.

GREENHOUSE GAS EMISSIONS INVENTORY

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, United States, and California GHG emission inventories.

Global Emissions

Worldwide emissions of GHGs in 2020 totaled 22.9 billion metric tons (MT) of CO_2e. Global estimates are based on country inventories developed as part of the programs of the United Nations Framework Convention on Climate Change (UNFCCC).[42]

[42] United Nations Framework Convention on Climate Change (UNFCCC). 2021. GHG Data from UNFCCC. Website: unfccc.int/topics/mitigation/resources/registry-and-data/ghg-data-from-unfccc (accessed May 2025).

Table G: Ambient Air Quality at the Nearby Monitoring Stations

Pollutant	Standard	2021	2022	2023
Carbon Monoxide (CO)[1]				
Maximum 1-hour concentration (ppm)		0.9	0.9	1.3
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hour concentration (ppm)		0.8	0.6	0.7
Number of days exceeded:	State: > 9 ppm	0	0	0
	Federal: > 9 ppm	0	0	0
Ozone (O_3)[1]				
Maximum 1-hour concentration (ppm)		0.118	0.121	0.120
Number of days exceeded:	State: > 0.09 ppm	18	17	10
Maximum 8-hour concentration (ppm)		0.097	0.091	0.103
Number of days exceeded:	State: > 0.07 ppm	46	37	35
	Federal: > 0.07 ppm	44	37	31
Coarse Particulates (PM_{10})[1]				
Maximum 24-hour concentration (μg/m^3)		90.0	91.8	187.0
Number of days exceeded:	State: > 50 μg/m^3	ND	ND	ND
	Federal: > 150 μg/m^3	0	0	1
Annual arithmetic average concentration (μg/m^3)		ND	ND	ND
Exceeded for the year:	State: > 20 μg/m^3	No	No	No
	Federal: > 50 μg/m^3	No	No	No
Fine Particulates ($PM_{2.5}$)[1]				
Maximum 24-hour concentration (μg/m^3)		28.8	16.2	19.9
Number of days exceeded:	Federal: > 35 μg/m^3	ND	ND	ND
Annual arithmetic average concentration (μg/m^3)		6.9	5.8	5.9
Exceeded for the year:	State: > 12 μg/m^3	No	No	No
	Federal: > 15 μg/m^3	No	No	No
Nitrogen Dioxide (NO_2)[1]				
Maximum 1-hour concentration (ppm)		0.043	0.037	0.041
Number of days exceeded:	State: > 0.250 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.007	0.007	0.006
Exceeded for the year:	Federal: > 0.053 ppm	No	No	No
Sulfur Dioxide (SO_2)[2]				
Maximum 1-hour concentration (ppm)		0.0021	0.0067	0.0031
Number of days exceeded:	State: > 0.25 ppm	0	0	0
Maximum 24-hour concentration (ppm)		0.0011	0.0012	0.0007
Number of days exceeded:	State: > 0.04 ppm	0	0	0
	Federal: > 0.14 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.00051	0.00054	0.0002
Exceeded for the year:	Federal: > 0.030 ppm	No	No	No

Sources: CARB (April 2024) and USEPA (April 2024).
[1] Data taken from 506 W. Flint Street, Lake Elsinore Monitoring Station.
[2] Data taken from 5888 Mission Blvd., Rubidoux Monitoring Station.
μg/m^3 = micrograms per cubic meter
CARB = California Air Resources Board
ND = No data. There were insufficient (or no) data to determine the value.
ppm = parts per million
USEPA = United States Environmental Protection Agency

United States Emissions

In 2022, the year for which the most recent data are available, the United States emitted about 6,343 MMT CO_2e after accounting for sequestration from the land sector.[43] Overall, emissions in 2022 increased by 0.2 percent since 2021 and were 16.7 percent lower than 2005 levels. The increase in total GHG emissions was driven by an increase in CO_2 emissions from fossil fuel combustion. In 2022, CO_2 emissions from fossil fuel combustion increased by 1 percent relative to the previous year.

Of the five major sectors—residential and commercial, agricultural, industry, transportation, and electricity generation—transportation accounted for the highest amount of GHG emissions in 2022 (approximately 28 percent), with electricity generation second at 25 percent and emissions from industry third at 23 percent.[44]

State of California Emissions

The State emitted approximately 381.3 MMT CO_2e emissions in 2021, 12.1 MMT CO_2e higher than 2020 levels and 49.7 MMT CO_2e below the 2020 GHG limit of 431 MMT CO_2e.[45] CARB estimates that transportation was the source of approximately 38 percent of the State's GHG emissions in 2021. The next largest sources included industrial sources at approximately 19 percent and electricity generation at 16 percent. The remaining sources of GHG emissions were commercial and residential activities at 10 percent, agriculture at 8 percent, high GWP at 6 percent, and waste at 2 percent.[46]

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[43] USEPA. 2024. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. EPA 430-R-24-004. Website: www.epa.gov/system/files/documents/2024-04/us-ghg-inventory-2024-main-text_04-18-2024.pdf (accessed May 2025).

[44] USEPA. 2024. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022 U.S. Environmental Protection Agency, EPA 430-R-24004. Website: www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2022 (accessed May 2025).

[45] CARB. 2024. *California Greenhouse Gas Emissions for 2000 to 2021, Trends of Emissions and Other Indicators Report*. Website: www.arb.ca.gov/ghg-inventory-data (accessed May 2025).

[46] Ibid.

METHODOLOGY

The methodology used to estimate air quality and GHG impacts is described below.

CONSTRUCTION EMISSIONS

Construction activities can generate a substantial amount of air pollution. Construction activities are considered temporary; however, short-term impacts can contribute to exceedances of air quality standards. Construction activities include demolition, site preparation, earthmoving, and general construction. The emissions generated from these common construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel and gasoline powered equipment, portable auxiliary equipment, and worker commute trips.

The California Emissions Estimator Model version 2022.1 (CalEEMod) computer program was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site. As discussed previously in the Project Description section of this report, the proposed project would be constructed in two phases. Phase 1 of the proposed project would involve the construction of the single-family development which is anticipated to begin in January 2026 and occur for approximately 18 months, ending in July 2027, which was included in CalEEMod. Phase 2 includes construction of the multi-family residential development which would begin in January 2027 and occur for approximately 14 months, ending in March 2028, which was also included in CalEEMod. Construction would include site preparation, grading, building construction, paving, and architectural activities, with the project site being mass graded during the first phase, which was included in CalEEMod. In addition, the proposed project would not include the import or export of soil, which was reflected in CalEEMod. This analysis also assumes the use of Tier 2 construction equipment and that the proposed project would comply with SCAQMD Rule 403 measures.[47] All other construction details are not yet known; therefore, default assumptions (e.g., construction equipment, worker and truck trips, and fleet activities) from CalEEMod were used.

OPERATIONAL EMISSIONS

The air quality analysis includes estimating emissions associated with long-term operation of the proposed project. Consistent with the SCAQMD guidance for estimating emissions associated with land use development projects, the CalEEMod computer program was used to calculate the long-term operational emissions associated with the project.

As discussed in the Project Description, the proposed project would include the construction of 451 single and multifamily units associated improvements. The proposed project analysis was conducted using land use codes *Apartments Mid-Rise, Single Family Residential, Condo/Townhouse, Parking Lot,* and *Enclosed Parking Structure*. Trip generation rates used in CalEEMod for the project were based on the *Traffic Impact Analysis* for the project, which identifies that the proposed project would generate approximately 3,477 average daily trips.[48] The proposed project would not include natural

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47 SCAQMD. 2024. South Coast AQMD Rule Book. Website: www.aqmd.gov/home/rules-compliance/rules (accessed May 2025).

48 LSA. 2025. *Dexter Village Project Traffic Impact Analysis*. April.

gas; therefore, this analysis incorporates selections to reflect this. In addition, this analysis assumes that buildout of the proposed project would be operational in 2028, which is included in CalEEMod. Where project-specific data were not available, default assumptions (e.g., water, electricity, and solid waste generation) from CalEEMod were used to estimate project emissions.

ENERGY USE

The analysis focuses on the three sources of energy that are relevant to the proposed project: electricity, the equipment fuel necessary for project construction, and vehicle fuel necessary for project operations. For the purposes of this analysis, the amounts of electricity, construction fuel, and fuel use from operations are quantified and compared to that consumed in Riverside County. The electricity of the proposed project is analyzed on an annual basis. Electricity uses were estimated for the project using default energy intensities by land use type in CalEEMod.

GREENHOUSE GAS EMISSIONS

Recognizing that the field of global climate change analysis is rapidly evolving, the approaches advocated most recently indicate that for determining a project's contribution to GHG emissions, lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, construction activities, and any other significant source of emissions within the project area. The CalEEMod results were used to quantify GHG emissions generated by the project.

THRESHOLDS OF SIGNIFICANCE

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse air quality impact if project-generated pollutant emissions 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 is nonattainment under applicable federal or State ambient air quality standards;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) affecting a substantial number of people.

Certain air districts (e.g., SCAQMD) have created guidelines and requirements to conduct air quality analysis. The SCAQMD's current guidelines, its *CEQA Air Quality Handbook* with associated updates, were followed in this assessment of air quality and GHG emissions impacts for the proposed project.

AIR QUALITY THRESHOLDS

SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the Basin. The emissions thresholds were established based on the attainment status of the Basin with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

Criteria Pollutant Thresholds

Table H lists the CEQA significance thresholds for construction and operational emissions established for the Basin. Projects in the Basin with construction- or operation-related emissions that exceed any of their respective emission thresholds would be considered significant under SCAQMD guidelines. These thresholds, which SCAQMD developed and that apply throughout the Basin, apply as both project and cumulative thresholds. If a project exceeds these standards, it is considered to have a project-specific and cumulative impact.

Table H: Regional Thresholds for Construction and Operational Emissions

Emissions Source	Pollutant Emissions Threshold (lbs/day)					
	VOCs	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
Construction	75	100	550	150	55	150
Operations	55	55	550	150	55	150

Source: SCAQMD. Air Quality Significance Thresholds. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf (accessed April 2025).

CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

Localized Impacts Thresholds

The SCAQMD published its *Final Localized Significance Threshold Methodology* in July 2008, recommending that all air quality analyses include an assessment of air quality impacts to nearby sensitive receptors.[49] This guidance was used to analyze potential localized air quality impacts associated with construction of the proposed project. Localized significance thresholds (LST) are developed based on the size or total area of the emission source, the ambient air quality in the source receptor area, and the distance to the project. Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality.

LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For the proposed project, the appropriate SRA for the LST is the nearby Lake Elsinore area (SRA 25). SCAQMD provides LST screening tables for 25-, 50-, 100-, 200-, and 500-meter source-receptor distances. The closest sensitive receptors to the proposed project site include the RV park located approximately 45 feet southeast of the project site. In cases where receptors may be closer than 82 feet (25 meters), any distances within the 82-foot (25-meter) buffer zone can be used. As such, the minimum distance of 25 meters was used for purposes of the LST assessment.

Based on the anticipated construction equipment, it is assumed that the maximum daily disturbed acreage for the proposed project would be 4.5 acres.[50] The proposed project is 23.05 acres; therefore, the 5-acre threshold is used for operation of the proposed project. Table I lists the emissions thresholds that apply during project construction and operation.

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49 SCAQMD. 2008a. *Final Localized Significance Threshold Methodology.* July.

50 SCAQMD. n.d. *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf (accessed May 2025).

Table I: South Coast Air Quality Management District Localized Significance Thresholds

Emissions Source	Pollutant Emissions Threshold (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction	348.0	1,821.0	12.0	7.3
Operations	371.0	1,965.0	4.0	2.0

Source: South Coast Air Quality Management District (2008).
CO = carbon monoxide
lbs/day = pounds per day
NOX = nitrogen oxides
PM10 = particulate matter less than 10 microns in size
PM2.5 = particulate matter less than 2.5 microns in size

Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 parts per million (ppm)
- California State 8-hour CO standard of 9 ppm

ENERGY THRESHOLDS

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse impact related to energy if the project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

GREENHOUSE GAS THRESHOLDS

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse GHG emission impact if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Section 15064.4 of the *State CEQA Guidelines* states, "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a state-wide, regional, or local plan for the reduction or mitigation of GHG emissions.

Therefore, consistent with the *State CEQA Guidelines*, Section 15183.5, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy that meets the standards, it can be presumed that the project would not have significant GHG emission impacts. As described above, the City adopted their CAP in December 2011. The consistency of the project with the goals of this CAP fulfills the CEQA goal of fully informing local-agency decision-makers of the environmental impact of the project under consideration at a stage early enough to ensure that GHG emissions are addressed. However, the CAP only analyzes emissions through the 2020 horizon year and does not include an assessment of emissions inventory and reductions necessary to meet the State's long-term GHG emissions goals, including the 2045 carbon neutrality goal established in AB 1279.

Therefore, this analysis evaluates the GHG emissions based on the project's consistency with applicable State GHG reduction goals.

IMPACTS ANALYSIS

This section identifies the air quality, energy, and GHG emissions impacts associated with implementation of the proposed project.

AIR QUALITY IMPACTS

Air pollutant emissions associated with the project would occur over the short term from construction activities and over the long term from operational activities associated with the proposed land uses.

Consistency with Applicable Air Quality Plans

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The proposed project would include the construction of a combined total of 451 single and multifamily units and associated improvements. The proposed project is not considered a project of statewide, regional, or areawide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, or shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 sf of floor space) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, Section 15206(b)). Because the proposed project would not be defined as a regionally significant project under CEQA, it does not meet the SCAG Intergovernmental Review criteria.

The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology provided in the SCAQMD's *CEQA Air Quality Handbook*, consistency with the Basin 2022 AQMP is affirmed when a project (1) would not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented as follows:

1. The project would result in short-term construction and long-term operational pollutant emissions that are all less than the CEQA significance emissions thresholds established by SCAQMD, as demonstrated below; therefore, the project would not result in an increase in the frequency or severity of an air quality standards violation or cause a new air quality standards violation.

2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries,

designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the proposed project is not defined as significant. In addition, the proposed project would not require a change to the General Plan land use designation or the current zoning and would be consistent with the City's General Plan and Zoning Ordinance.

Based on the consistency analysis presented above, the proposed project would be consistent with the regional AQMP.

Criteria Pollutant Analysis

The Basin is designated as non-attainment for O_3 and $PM_{2.5}$ for federal standards and non-attainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards. The SCAQMD's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

Construction Emissions

Project construction activities would include grading, site preparation, building, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation and grading phases due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SCAQMD has established Rule 403: Fugitive Dust,[51] which would require the

[51] SCAQMD. 2024. South Coast AQMD Rule Book. Website: www.aqmd.gov/home/rules-compliance/rules (accessed May 2025).

Applicant to implement measures that would reduce the amount of particulate matter generated during the construction period.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, VOCs, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using CalEEMod. Table J lists the tentative project construction schedule for each phase. As described in the Project Description, the project site would be mass graded during the first phase of construction. Therefore, this analysis assumes that only building construction, paving, and architectural coating would occur during the second phase.. Table K lists the potential construction equipment to be used during project construction under each phase of construction. Construction-related emissions are presented in Table L. CalEEMod output sheets are included in Appendix A.

Table J: Tentative Project Construction Schedule

Phase Number	Phase Name	Phase Start Date	Phase End Date	Number of Days/Week	Number of Days
Phase 1 Project Construction					
1	Site Preparation	1/5/2026	2/20/2026	5	35
2	Grading	2/23/2026	4/10/2026	5	35
3	Building Construction	4/13/2026	5/7/2027	5	280
4	Paving	5/10/2027	5/28/2027	5	15
5	Architectural Coating	2/1/2027	7/2/2027	5	110
Phase 2 Project Construction					
1	Building Construction	1/4/2027	1/7/2028	5	265
2	Paving	1/10/2028	1/28/2028	5	15
3	Architectural Coating	10/4/2027	3/3/2028	5	110

Source: Compiled by LSA (May 2025).
Note:
Assuming construction will start in January 2026 and end in March 2028. Architectural coating phase was extended to overlap with building construction and paving.

Table K: Diesel Construction Equipment Utilized by Construction Phase

Construction Phase	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Hours Used per Day	Horsepower	Load Factor
Phase 1 Project Construction Equipment					
Site Preparation	Rubber Tired Dozers	3	8	367	0.4
	Tractors/Loaders/Backhoes	4	8	84	0.37
Grading	Graders	1	8	148	0.41
	Excavators	2	8	36	0.38
	Tractors/Loaders/Backhoes	2	8	84	0.37
	Scrapers	2	8	423	0.48
	Rubber Tired Dozers	1	8	367	0.4
Building Construction	Forklifts	3	8	82	0.2
	Generator Sets	1	8	14	0.74
	Cranes	1	7	367	0.29
	Welders	1	8	46	0.45
	Tractors/Loaders/Backhoes	3	7	84	0.37
Paving	Pavers	2	8	81	0.42
	Paving Equipment	2	8	89	0.36
	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	6	37	0.48
Phase 2 Project Construction Equipment					
Building Construction	Forklifts	3	8	82	0.2
	Generator Sets	1	8	14	0.74
	Cranes	1	7	367	0.29
	Welders	1	8	46	0.45
	Tractors/Loaders/Backhoes	3	7	84	0.37
Paving	Pavers	2	8	81	0.42
	Paving Equipment	2	8	89	0.36
	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	6	37	0.48

Source: Compiled by LSA using CalEEMod defaults (May 2025).
CalEEMod = California Emissions Estimator Model

Table L: Project Construction Emissions

Construction Year	Maximum Daily Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$

Phase 1 Construction Emissions						
2026	1.4	48.9	36.8	0.1	9.0	5.0
2027	33.7	21.2	24.2	<0.1	2.7	1.2
Phase 1 Maximum Daily Emissions	**33.7**	**48.9**	**36.8**	**0.1**	**9.0**	**5.0**
Phase 2 Construction Emissions						
2027	34.1	22.2	28.3	<0.1	4.3	1.6
2028	34.1	22.1	27.2	<0.1	4.3	1.6
Phase 2 Maximum Daily Emissions	**34.1**	**22.2**	**28.3**	**<0.1**	**4.3**	**1.6**
Maximum Construction Emissions during overlap of Phase 1 and Phase 2						
2027[1]	67.8	43.4	52.5	<0.1	7.0	2.8
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (May 2025).
Notes:
[1] Maximum emissions of VOCs and CO occurred during the overlapping of building construction, paving, and architectural coating phases of both Phase 1 and Phase 2.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

As shown in Table L, construction emissions associated with the proposed project would not exceed the SCAQMD thresholds for VOCs, NO_x, CO, sulfur oxides (SO_X), $PM_{2.5}$, or PM_{10} emissions. The proposed project would be required to comply with SCAQMD Rule 403: Fugitive Dust,[52] which was included in the above analysis. Therefore, construction of the proposed project would not result in emissions that would result in a cumulatively considerable net increase of any criteria pollutant for which the project is in nonattainment under an applicable federal or State ambient air quality standard.

Operational Air Quality Impacts

Long-term air pollutant emission impacts are those typically associated with mobile sources (e.g., vehicle and truck trips), energy sources (e.g., natural gas), area sources (e.g., architectural coatings and the use of landscape maintenance equipment). The proposed project would not include natural gas; therefore, energy emissions would not occur.

Mobile source emissions include VOC and NO_X emissions that contribute to the formation of ozone. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Long-term operation emissions associated with the proposed project were calculated using CalEEMod. Model results are shown in Table M below. CalEEMod output sheets are included in Appendix A.

[52] SCAQMD. 2024. South Coast AQMD Rule Book. Website: www.aqmd.gov/home/rules-compliance/rules (accessed May 2025).

Table M: Project Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Single-Family Residential Development						
Mobile Sources	7.6	7.8	69.4	0.2	16.3	4.2
Area Sources	9.3	0.1	12.5	<0.1	<0.1	<0.1
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
Total Single-Family Emissions	**16.9**	**7.9**	**81.9**	**0.2**	**16.3**	**4.2**
Multi-Family Residential Development						
Mobile Sources	5.9	6.0	54.2	0.1	13.3	3.4
Area Sources	6.5	0.2	17.1	<0.1	<0.1	<0.1
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
Total Multi-Family Emissions	**12.4**	**6.2**	**71.3**	**0.1**	**13.3**	**3.4**
Combined Emissions						
Total Proposed Project Emissions	**29.3**	**14.1**	**153.2**	**0.3**	**29.6**	**7.6**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (May 2025).
CO = carbon monoxide
lbs/day = pounds per day
NOx = nitrogen oxides
PM2.5 = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SOx = sulfur oxides
VOCs = volatile organic compounds

The results shown in Table M indicate the project would not exceed the significance criteria for VOCs, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ emissions; thus, the proposed project would not have a significant effect on regional air quality. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project is nonattainment under an applicable federal or State ambient air quality standard.

As described above, the proposed project would be constructed in two phases, which would result in portions of the project being operational while other portions of the project are being constructed. Table N below shows the maximum daily emissions that are anticipated to occur during the overlap of project construction and operation.

Table N: Project Operational Emissions

Emission Source	Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$

Operational Emissions for Single-Family Residential Development						
Total Single-Family Emissions	16.9	7.9	81.9	0.2	16.3	4.2
Construction Emissions for Multi-Family Residential Development (Phase 2)						
2027	34.1	22.2	28.3	<0.1	4.3	1.6
2028	34.1	22.1	27.2	<0.1	4.3	1.6
Combined Construction and Operational Emissions						
2027	51.0	30.1	110.2	0.2	20.6	5.8
2028	51.0	30.0	109.1	0.2	20.6	5.8
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (May 2025).
CO = carbon monoxide
lbs/day = pounds per day
NOx = nitrogen oxides
PM2.5 = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SOx = sulfur oxides
VOCs = volatile organic compounds

As shown in Table N, concurrent construction and operational emissions would be below the significance criteria for VOCs, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ emissions; thus, the proposed project would not have a significant effect on regional air quality. Therefore, concurrent construction and operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project is nonattainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant.

Long-Term Microscale (CO Hot Spot) Analysis

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project’s effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at Lake Elsinore station, the closest station to the project site, showed a highest recorded 1-hour concentration of 1.3 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 0.8 ppm (the State standard is 9 ppm) during the past 3 years (Table F). The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As described in the project's *Traffic Impact Analysis*,[53] the proposed project is expected to generate approximately 229 a.m. peak hour trips and 295 p.m. peak hour trips. Both baseline (2018) and cumulative (2045) scenarios were analyzed to estimate project generated VMT. The baseline project generated VMT per service population is 22.8 percent lower than the City's baseline VMT per service population threshold. The cumulative project generated VMT per service population is 31.2 percent lower than the City's baseline VMT per service population threshold. Therefore, the proposed project would result in a less than significant VMT impact. Therefore, given the low level of CO concentrations in the project area, and lack of traffic impacts at any intersections, project-related vehicles are not expected to contribute significantly to result in the CO concentrations exceeding the State or federal CO standards.

Localized Significance Analysis

The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors such as residential land uses in the immediate vicinity of a project site as a result of construction activities. The thresholds are based on standards established by the SCAQMD in its LST Methodology and are measured against emissions that occur on a specific project site. Project construction and operation emissions were compared to the LST screening tables in SRA 25, based on an 82-foot source-receptor distance and a disturbed acreage of 4.5 acres during construction and 5.0 acres during operation. The results of the LST analysis are summarized in Tables O and P. Table O shows the localized emissions from the on-site peak emissions of both Phases 1 and 2. Table P shows the localized emissions from the total combined operational emissions for the proposed project.

Table O: Project Localized Construction Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions	48.8	35.3	8.8	5.0
Localized Significance Threshold	348.0	1,821.0	12.0	7.3
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (May 2025)
Note: Source Receptor Area 25, based on a 4.5-acre construction disturbance daily area, at a distance of 82 feet from the project boundary.
CO= carbon monoxide
lbs/day = pounds per day
NOX = nitrogen oxides
PM2.5= particulate matter less than 2.5 microns in size
PM10= particulate matter less than 10 microns in size

[53] LSA. 2025. *Dexter Village Project Traffic Impact Analysis*. April.

Table P: Project Localized Operational Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions	1.0	35.8	1.5	0.4
Localized Significance Threshold	371.0	1,965.0	4.0	2.0
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (May 2025)
Note: Source Receptor Area 25, based on a 5.0-acre construction disturbance daily area, at a distance of 82 feet from the project boundary. As CalEEMod does not differentiate on-site and off-site operational emissions, it was assumed that 5 percent of the mobile source emissions would occur on site.
CalEEMod = California Emissions Estimator Model
CO= carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$= particulate matter less than 2.5 microns in size
PM_{10}= particulate matter less than 10 microns in size

By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions detailed in Table P assume all area and stationary source emissions would occur on site, all of the energy source emissions would occur off site at the utility power stations, and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related on-site vehicle and truck travel, would occur on site. Considering the total trip lengths included in CalEEMod are between 8 and 26 miles, the 5 percent assumption is conservative. Table P indicates the localized operational emissions would not exceed the LSTs at nearby residences. Therefore, the proposed operational activity would not result in a locally significant air quality impact. The results of the LST analysis also indicate that the proposed project would not result in an exceedance of the SCAQMD LST during project construction or operation.

As detailed in Table O and P, the emission levels indicate that the project would not exceed SCAQMD LSTs during project construction or operation. The project's peak operational on-site NO_X emissions are approximately 1 pound per day. Due to the small size of the proposed project in relation to the overall Basin, the level of emissions is not sufficiently high to use a regional modeling program to correlate health effects on a Basin-wide level. On a regional scale, the quantity of emissions from the project is incrementally minor. Because the SCAQMD has not identified any other methods to quantify health impacts from small projects, and due to the size of the project, it is speculative to assign any specific health effects to small project-related emissions. However, based on this localized analysis, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, the project would not expose sensitive receptors to substantial levels of pollutant concentrations.

Odors

Heavy-duty equipment on the project site during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project.

SCAQMD Rule 402 regarding nuisances 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."[54] The proposed uses are not anticipated to emit any objectionable odors. Therefore, the proposed project would not result in other emissions (e.g., those leading to odors) adversely affecting a substantial number of people.

ENERGY IMPACTS

The following describes the potential impacts regarding energy resources that could result from implementation of the proposed project.

Energy Consumption

The proposed project would increase the demand for energy through day-to-day operations and fuel consumption associated with project construction. This section discusses energy use resulting from implementation of the proposed project and evaluates whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency.

Construction Energy Use

Construction of the proposed project would occur over two phases. Phase 1 of the proposed project is anticipated to begin in January 2026 and occur for approximately 18 months, ending in July 2028. Phase 2 would begin in January 2027 and occur for approximately 14 months, ending in March 2028. The project would require energy for activities such as the manufacture and transportation of building materials, grading activities, and building construction. Construction of the proposed project would require electricity to power construction-related equipment. Construction of the proposed project would not involve the consumption of natural gas. The construction-related equipment would not be powered by natural gas, and no natural gas demand is anticipated during construction.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the project site would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, VMT, the fuel efficiency of the vehicles, and the travel mode.

Estimates of fuel consumption (diesel fuel and gasoline) from construction equipment, construction trucks, and construction worker vehicles were based on default construction equipment assumptions and trip estimates from CalEEMod and fuel efficiencies from EMFAC2021. Total fuel

[54] SCAQMD. 2024. South Coast AQMD Rule Book. Website: www.aqmd.gov/home/rules-compliance/rules (accessed May 2025).

consumption estimates are presented in Table Q. CalEEMod output sheets are included in Appendix A and detailed energy calculations are included in Appendix B.

Table Q: Proposed Project Energy Consumption Estimates during Construction of Phase 1 and 2

Energy Fuel Type	Total Fuel Consumption	Percentage of Increase Countywide
Diesel Fuel (total gallons)	123,086.6	0.04
Gasoline (total gallons)	122,958.5	0.02

Source: Compiled by LSA (May 2025).

As indicated in Table Q, the project would consume a total of approximately 123,086.6 gallons of diesel fuel and approximately 122,958.5 gallons of gasoline during construction. Based on fuel consumption obtained from EMFAC2021, approximately 716.3 million gallons of gasoline and 303.0 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2026. Therefore, construction of the proposed project would increase the annual construction generated fuel use in Riverside County by approximately 0.04 percent for diesel fuel usage and by 0.02 percent for gasoline fuel usage. As such, project construction would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Riverside County's overall use of the State's available energy resources. No unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in an inefficient use of energy because gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. The project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. For these reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary.

Operational Energy Use

Operational energy use is typically associated with electricity consumption and fuel used for vehicle trips associated with a project. Energy consumption was estimated for the proposed project using default energy intensities by land use type in CalEEMod. The operation-related equipment would not be powered by natural gas, and no natural gas demand is anticipated during operation of the proposed project. The proposed project is anticipated to be fully operational in 2028. Therefore, operational energy estimates are based on a 2028 operational year.

The proposed project would also result in energy usage associated with gasoline and diesel fuel consumed by project-related vehicle and truck trips. Fuel use associated with vehicle and truck trips generated by the proposed project was calculated based on the project's *Traffic Impact Analysis*,[55] which identifies that the proposed project would generate approximately 3,477 average daily trips. The amount of operational fuel use was estimated using CARB's EMFAC2021 model, which provided

55 LSA. 2025. *Dexter Village Project Traffic Impact Analysis*. April.

projections for typical daily fuel usage in Riverside County. Electricity and fuel usage estimates associated with the proposed project are shown in Table R.

Table R: Proposed Project Energy Consumption Estimates during Operation

Energy Type	Annual Energy Consumption
Electricity Consumption (kWh/year)	4,606,147.0
Natural Gas Consumption (therms/year)	0.0
Gasoline (gallons/year)	516,890.4
Diesel Fuel (gallons/year)	81,130.7

Source: Compiled by LSA (January 2025).
kWh = kilowatt-hours

As shown in Table R, the estimated potential net increase in electricity demand associated with the operation of the proposed project is 4,606,147 kWh per year. Total electricity consumption in Riverside County in in 2022 was 17,780.6 GWh (or 17,780,573,271 kWh). Therefore, operation of the proposed project would increase the annual electricity consumption in Riverside County by approximately 0.03 percent.

Electrical demand associated with project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. In addition, the proposed project would be developed to be all-electric and would include the following sustainable features: solar, electric vehicle charging spaces, desert/drought tolerant landscaping, Leadership in Energy and Environmental Design (LEED) certified, and energy star appliances.

As shown in Table R, fuel use associated with the vehicle trips generated by the proposed project is estimated at 516,890.4 gallons of gasoline and 81,130.7 gallons of diesel fuel per year. This analysis conservatively assumes that all vehicle trips generated as a result of project operation would be new to Riverside County. Approximately 695.3 million gallons of gasoline and 361.7 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2028. Therefore, vehicle and truck trips associated with the proposed project would increase the annual fuel use in Riverside County by approximately 0.07 percent for gasoline fuel usage and by 0.02 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Conflict with Renewable Energy or Energy Efficiency Plans

In 2002, the State Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for ZEVs and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC's *2024 Integrated Energy Policy Report*[56] provide the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the overall use in Riverside County and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed project's total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above, the proposed project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant.

GREENHOUSE GAS IMPACTS

This section describes the potential GHG impacts associated with implementation the proposed project.

Generation of Greenhouse Gas Emissions

This section describes the proposed project's construction- and operational-related GHG emissions and contribution to global climate change. The SCAQMD has not addressed emission thresholds for construction in its *CEQA Air Quality Handbook*; however, the SCAQMD requires quantification and disclosure. Thus, an evaluation of the project's impacts related to the release of GHG emissions for both construction and operational phases of the project is described below.

Short-Term Greenhouse Gas Emissions

Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As indicated above, the SCAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are required to quantify and disclose

56 CEC. 2024. *2024 Integrated Energy Policy Report*. California Energy Commission. Docket Number: 24-IEPR-01.

GHG emissions that would occur during construction. The SCAQMD then requires the construction GHG emissions to be amortized over the life of the project, defined by the SCAQMD as 30 years,[57] added to the operational emissions, and compared to the applicable interim GHG significance threshold tier.

Using CalEEMod, it is estimated that the Phase 1 of the proposed project would generate approximately 806.6 MT CO_2e and Phase 2 would generate approximately 791.7 MT CO_2e, for a combined total of approximately 1,598.3 MT CO_2e during construction of the project. When annualized over the 30-year life of the project, GHG emissions would be 53.3 MT CO_2e per year.

Long-Term Greenhouse Gas Emissions

Long-term GHG emissions are typically generated from mobile sources (e.g., vehicle and truck trips), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers because of increased electricity demand generated by the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

GHG emissions were estimated for the proposed project using CalEEMod. Table S shows the calculated GHG emissions for the proposed project. Based on the analysis results, the proposed project would result in a total of approximately 6,683.6 MT CO_2e/yr. These estimated emissions are provided for informational purposes, and the significance of the proposed project is further analyzed below. CalEEMod output sheets are provided in Attachment B.

Table S: Project Greenhouse Gas Emissions

Emissions Source	Operational Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Single-Family Residential Development				
Mobile Sources	2,915.9	0.1	0.1	2,964.0
Area Sources	3.8	<0.1	<0.1	3.8
Energy Sources	726.5	0.1	<0.1	729.2
Water Sources	18.8	0.3	<0.1	28.3
Waste Sources	16.7	1.7	0.0	58.6
Total Single-Family Emissions				**3,783.9**
Multi-Family Residential Development				
Mobile Sources	2,334.2	0.1	0.1	2,372.0

57 The SCAQMD has identified the average operational lifespan of buildings to be 30 years. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf (accessed May 2025).

Table S: Project Greenhouse Gas Emissions

Emissions Source	Operational Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Area Sources	5.9	<0.1	<0.1	5.9
Energy Sources	385.0	<0.1	<0.1	386.5
Water Sources	19.1	0.3	<0.1	28.9
Waste Sources	15.2	1.5	0.0	53.1
Total Multi-Family Emissions				**2,846.4**
Total Proposed Project Operational Emissions				**6,630.3**
Amortized Construction Emissions				53.3
Total Annual Emissions				**6,683.6**

Source: Compiled by LSA (May 2025)
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
SCAQMD = South Coast Air Quality Management District

As discussed, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan [CAP]). The City's CAP fulfills the CEQA goal of fully informing local-agency decision-makers of the environmental impact of the project under consideration at a stage early enough to ensure that GHG emissions are addressed. However, the CAP only analyzes emissions through the 2020 horizon year and does not include an assessment of emissions inventory and reductions necessary to meet the State's long-term GHG emissions goals, including the 2045 carbon neutrality goal established in AB 1279. Therefore, the proposed project was analyzed for consistency with the State's 2022 Scoping Plan.

The 2022 Scoping Plan includes key project attributes that reduce operational GHG emissions in Appendix D, Local Actions,[58] of the 2022 Scoping Plan. As discussed in Appendix D of the 2022 Scoping Plan, absent consistency with an adequate, geographically specific GHG reduction plan such as a CEQA-qualified CAP, the first approach the State recommends for determining whether a proposed residential or mixed-use residential development would align with the State's climate goals is to examine whether the project includes key project attributes that reduce operational GHG emissions.

The project's consistency with key project attributes from the 2022 Scoping Plan that would be applicable to residential and mixed-use development is shown in Table T.

Table T: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Project Consistency
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious	***Consistent.*** CALGreen Code requires provision of infrastructure to accommodate EV chargers. The

[58] CARB. 2022. *2022 Scoping Plan Appendix D Local Actions.* November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf (accessed May 2025).

Table T: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Project Consistency
	voluntary standard in the California Green Building Standards Code at the time of project approval.	proposed project would provide EV charging to comply with the CALGreen Code, which requires 10 percent of the total parking spaces to be equipped with Level 2 EV chargers and that at least half of the required EV chargers be equipped with J17772 connectors. Therefore, the proposed project would be consistent with this key project attribute.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	***Consistent*.** The project site is located in an area with other residential and commercial uses that are presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer). Therefore, the proposed project would be consistent with this key project attribute.
	Does not result in the loss or conversion of natural and working lands.	***Consistent.*** The project site is not zoned for agricultural land use. In addition, the project site is not located on land that is designated as Prime Farmland or Farmland of State Importance. As such, the proposed project would be consistent with this key project attribute.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre) or is in proximity to existing transit stops (within a half mile) or satisfies more detailed and stringent criteria specified in the region's SCS.	***Consistent.*** The proposed project would include the construction of 451 single and multifamily units on a 23.05-acre project site. Therefore, the proposed project would result in 19 dwelling units per acre, which is less than 20 residential dwelling units per acre. However, the project site is located within 0.5 mile of a transit stop. The proposed project would also provide pedestrian infrastructure connecting to neighboring uses. As such, the project would promote initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of transportation. As such, the proposed project would be consistent with this key project attribute.
	Reduces parking requirements by: eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or providing residential parking supply at a ratio of less than one parking space per dwelling unit; or for multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	***Consistent*.** The proposed project would consist of 451 single and multifamily units and would be consistent with the City's parking requirements for multifamily and single-family homes. In addition, the project site is located within 0.5 mile of a transit stop. The proposed project would also provide pedestrian infrastructure connecting to neighboring uses. As such, the project would promote initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of transportation. Thus, the project would be consistent with the intent of this measure for reducing VMT.

Table T: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Project Consistency
	At least 20 percent of units included are affordable to lower-income residents.	***Consistent.*** The proposed project would include 22 affordable residential units which would be below 20 percent. However, the proposed project would include residential units that would be in close proximity to other residential and commercial uses and would allow residents to live within walking distance to other neighborhoods. Although the proposed project would not include affordable housing, the proposed project would provide needed single and multifamily housing. Therefore, the proposed project would be consistent with this key project attribute.
	Results in no net loss of existing affordable units.	***Consistent.*** The proposed project would not result in the removal of any existing residential units. As such, the proposed project would be consistent with this key project attribute.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	***Consistent.*** The proposed project would not include natural gas; therefore, the proposed project would be consistent with this key Scoping Plan Consistency project attribute.

Source: Compiled by LSA (May2025).
CALGreen Code = California Green Building Standards Code
EV = electric vehicle
GHG = greenhouse gas
GPA = General Plan Amendment
SCS = Sustainable Communities Strategy
VMT = vehicle miles traveled.

Residential and mixed-use projects that have all of the key project attributes as outlined in Table S would be considered to accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals as outlined in the 2022 Scoping Plan. Therefore, the proposed project would be consistent with all project attributes in the 2022 Scoping Plan GHG emission thresholds. As such, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Consistency with Greenhouse Gas Emissions Reduction Plans

An evaluation of the proposed project's consistency with the City's CAP, the 2022 Scoping Plan, and the 2024 RTP/SCS is provided below.

City of Lake Elsinore Climate Action Plan

As described above, the City adopted its CAP in December 2011. The consistency of the project with the goals of this CAP fulfills the CEQA goal of fully informing local-agency decision-makers of the environmental impact of the project under consideration at a stage early enough to ensure that GHG emissions are addressed. Although the CAP does not include a target for 2030, the measures in the plan will continue to provide reductions after the milestone year and help demonstrate continued progress toward achieving the SB 32 2030 target. Table U lists the aspects of the project that show compliance with the individual CAP measures applicable to the proposed project.

Table U: Project Consistency with the Lake Elsinore Climate Action Plan

CAP Measure	Consistency
Measure T-1.2: Pedestrian Infrastructure. Through the development review process, require the installation of sidewalks along new and reconstructed streets. Also require new subdivisions and large developments to provide sidewalks or paths to internally link all uses where applicable and provide connections to neighborhood activity centers, major destinations, and transit facilities contiguous with the project site; implement through conditions of approval.	**Consistent**. Consistent with Measure T-1.2, the project will include sidewalks along the street fronting the project site.
Measure T-1.4: Bicycle Infrastructure. Through the development review process, require new development, as applicable, to implement and connect to the network of Class I, II and III bikeways, trails and safety features identified in the General Plan, Bike Lane Master Plan, Trails Master Plan and Western Riverside County Non-Motorized Transportation plan; implement through conditions of approval. The City will also continue to pursue and utilize funding when needed to implement portions of these plans.	**Consistent**: Consistent with Measure T-1.4, the project will include bicycle access to nearby bikeways, as feasible. The closest bikeways are located along Collier Avenue south of State Route (SR) 74 (Central Avenue).
Measure T-1.5: Bicycle Parking Standards. Through the development review process, enforce the following short-term and long-term bicycle parking standards for new non-residential development (consistent with 2010 California Green Building Code [CALGreen], Section 5.106.4), and implement through conditions of approval: • **Short-Term Bicycle Parking:** If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitor entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack. • **Long-Term Bicycle Parking:** For buildings with over 10 tenant occupants, provide secure bicycle parking for 5% of tenant-occupied motorized vehicle parking capacity, with a minimum of one space.	**Not Applicable**: The proposed project will include residential development. Therefore, short and long-term bicycle parking measure would not apply.
Measure T-2.1: Designated Parking for Fuel-Efficient Vehicles. Amend the Municipal Code to require that new non-residential development designate 10% of total parking spaces for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles (consistent with CALGreen Tier 1, Sections A5.106.5.1 and A5.106.5.3) and implement through conditions of approval. Parking stalls shall be marked "Clean Air Vehicle."	**Consistent**: In line with the requirements of Measure T-2.1 and the Municipal Code, the proposed project will include EV charging parking stations, consistent with CALGreen Code Tier 2 standards.
Measure E-1.1: Tree Planting Requirements. Through the development review process, require new development to plant at minimum one 15-gallon non-deciduous, umbrella-form tree per 30 linear feet of boundary length near buildings, per the Municipal Code. Trees shall be planted in strategic locations around buildings or to shade pavement in parking lots and streets.	**Consistent**: In compliance with Measure E-1.1 and the Municipal Code, the proposed project landscape plan includes trees sited in compliance with the siting and size recommendations, as well as efficient irrigation systems, and drought tolerant landscaping.

Source: Compiled by LSA (April 2025).
CALGreen Code = California Green Building Standards Code
EV = electric vehicles

The proposed project would also be consistent with the CAP goal of increasing water and energy efficiency in new buildings by complying with the latest California Building Code (Title 24), including the latest CALGreen Code standards. Construction of the project would include a diversion of construction waste from landfills to recycling consistent with current local and State standards and CAP goals to increase diversion and reduction of waste. As such, the proposed project would be consistent with all applicable CAP measures.

Therefore, the proposed project would be consistent with applicable plans and programs designed to reduce GHG emissions and would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

2022 Scoping Plan

The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, EO B-30-15, AB 1279, SB 32, and AB 197.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,[59] to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016. AB 1279 establishes State policy to achieve net zero GHG emissions no later than 2045 and for Statewide anthropogenic GHG emissions to be reduced to at least 85 percent below 1990 levels by 2045.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount

[59] CARB. 2017a. *California's 2017 Climate Change Scoping Plan*. November.

of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The elimination of natural gas in new development would help projects implement their "fair share" of achieving long-term 2045 carbon neutrality consistent with State goals. As such, if a project does not utilize natural gas, a lead agency can conclude that it would be consistent with achieving the 2045 neutrality goal and will not have a cumulative considerable impact on climate change.[60] The proposed project would not include the use of natural gas; therefore, proposed project would be implementing its "fair share" of achieving long-term 2045 carbon neutrality consistent with State goals. In addition, the proposed project would be required to comply with the latest Title 24 standards of the CCR, established by the CEC, regarding energy conservation and green building standards. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the project would comply with the CALGreen Code, which includes a variety of different measures, including the reduction of wastewater and water use. In addition, the proposed project would be required to comply with the California Model Water Efficient Landscape Ordinance. In addition, the proposed project would include efficient irrigation systems and drought tolerant landscape. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. As identified in the *Traffic Impact Analysis*[61], both baseline (2018) and cumulative (2045) scenarios were analyzed to estimate project generated VMT. The baseline project generated VMT per service population is 22.8 percent lower than the City's baseline VMT per service population threshold. Furthermore, the cumulative project generated VMT per service population is 31.2 percent lower than the City's baseline VMT per service population threshold. Therefore, the proposed project would result in a less than significant VMT impact. In addition, the proposed project is located near commercial and residential areas that are presently served by existing public services (e.g., transit). The proposed project would also provide pedestrian infrastructure such as sidewalks and private roadways, which will increase connectivity to the surrounding land uses and promote alternative forms of transportation such as walking and cycling, consistent with measures T-1.2 and T-1.4 from the CAP. Furthermore, the proposed project would

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60 Bay Area Air District (BAAD). 2022. *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans.* April. Website: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines (accessed May 2025).

61 LSA. 2025. *Dexter Village Project Traffic Impact Analysis*. April.

include EV spaces and infrastructure that would encourage the use of electric vehicles on the project site, consistent with measure T-2.1 from the CAP. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

2024 Regional Transportation Plan/Sustainable Communities Strategy

The 2024 RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The core vision in the 2024 RTP/SCS is to better manage the existing transportation system through design management strategies, integrated land use decisions, technological advancements, complete streets that are safe to all roadway users, preservation of the existing transportation system, and expanded transit and development in transit-oriented communities. The 2024 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2024 RTP/SCS, would reach the regional target of reducing GHG emissions from autos and light-duty trucks by 19 percent by 2035 (compared to 2005 levels). The 2024 RTP/SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the 2024 RTP/SCS but provides incentives for consistency for governments and developers.

Implementing SCAG's RTP/SCS will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. The proposed project would construct 451 single and multifamily residential units and associated site improvements. As demonstrated in the Consistency with Applicable Air Quality Plans section above, the proposed project does not meet the criteria identified in *State CEQA Guidelines* Section 15205.b.2 (Projects of Statewide, Regional, or Areawide Significance) for projects of State-wide, regional, or area-wide significance. In addition, the proposed project would not require a change to the General Plan land use designation or the current zoning and would be consistent with the City's General Plan and Zoning Ordinance. As such, the proposed project would not interfere with SCAG's ability to achieve the region's GHG reduction target of 19 percent below 2005 per capita emissions levels by 2035. Furthermore, the proposed project is not regionally significant per *State CEQA Guidelines* Section 15206 and, as such, it would not conflict with the SCAG RTP/SCS targets because those targets were established and are applicable on a regional level. Therefore, it is anticipated that implementation of the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS.

Based on the nature of the proposed project, it is anticipated that implementation of the proposed project would not interfere with the ability of SCAG to implement the regional strategies outlined in the RTP/SCS.

Summary of Project Consistency with Plans, Policies and Regulations

As demonstrated, the proposed project would be consistent with the identified measures and goals from the CAP for the City, the 2022 Scoping Plan, and the 2024 RTP/SCS, thus the proposed project would not result in a significant and unavoidable impact for GHG emissions based on SCAQMD thresholds. As such, the proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals and would be consistent with applicable State plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs.

CONCLUSIONS

Based on the analysis presented above, construction and operation of the proposed project would not result in the generation of criteria air pollutants that would exceed SCAQMD thresholds of significance. Compliance with SCAQMD Rule 403 was assumed to minimize construction dust impacts. In addition, the proposed project is not expected to produce significant emissions that would affect nearby sensitive receptors. The project would also not result in other emissions (such as those leading to odors) affecting a substantial number of people. In addition, the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Operation of the proposed project would not result in a significant and unavoidable impact for GHG emissions and would be consistent with the CAP for the City, the goals of the 2022 Scoping Plan, and the 2024 RTP/SCS.

APPENDIX A

CALEEMOD OUTPUT SHEETS

Dexter Village Project - Phase 1 Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Dexter Village Project - Phase 1
Construction Start Date	1/5/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.20
Location	33.69033997890111, -117.3307661694989
County	Riverside-South Coast
City	Lake Elsinore
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5510
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Condo/Townhouse	84.0	Dwelling Unit	5.25	116,940	48,737	—	271	—

Parking Lot	196	Space	1.76	0.00	0.00	—	—	SFR/Townhome Open Space + Driveway Parking
Enclosed Parking Structure	442	Space	0.00	0.00	0.00	—	—	SFR/Townhome Garage Parking
Single Family Housing	137	Dwelling Unit	9.39	236,233	0.00	—	443	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Energy	E-2	Require Energy Efficient Appliances
Water	W-5	Design Water-Efficient Landscapes

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	33.7	48.9	36.8	0.06	1.36	3.85	5.21	1.23	1.49	2.72	—	6,874	6,874	0.28	0.19	6,901
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	33.7	48.9	36.4	0.06	1.36	7.89	9.01	1.23	3.99	5.01	—	6,852	6,852	0.27	0.19	6,878
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.1	18.9	17.0	0.03	0.60	1.96	2.56	0.55	0.73	1.28	—	3,513	3,513	0.12	0.11	3,549

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.85	3.45	3.10	< 0.005	0.11	0.36	0.47	0.10	0.13	0.23	—	582	582	0.02	0.02	588

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.42	48.9	36.8	0.06	1.36	3.85	5.21	1.23	1.49	2.72	—	6,874	6,874	0.28	0.18	6,901
2027	33.7	21.1	24.2	0.03	0.76	1.92	2.69	0.71	0.46	1.17	—	5,012	5,012	0.14	0.19	5,079
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.41	48.9	36.4	0.06	1.36	7.89	9.01	1.23	3.99	5.01	—	6,852	6,852	0.27	0.18	6,878
2027	33.7	21.2	22.1	0.03	0.76	1.92	2.69	0.71	0.46	1.17	—	4,870	4,870	0.14	0.19	4,929
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.80	18.9	17.0	0.03	0.60	1.96	2.56	0.55	0.73	1.28	—	3,513	3,513	0.12	0.11	3,549
2027	10.1	5.90	6.16	0.01	0.22	0.50	0.72	0.20	0.12	0.32	—	1,307	1,307	0.04	0.05	1,323
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.15	3.45	3.10	< 0.005	0.11	0.36	0.47	0.10	0.13	0.23	—	582	582	0.02	0.02	588
2027	1.85	1.08	1.12	< 0.005	0.04	0.09	0.13	0.04	0.02	0.06	—	216	216	0.01	0.01	219

2.3. Construction Emissions by Year, Mitigated

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

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

2026	1.42	48.9	36.8	0.06	1.36	3.85	5.21	1.23	1.49	2.72	—	6,874	6,874	0.28	0.18	6,901
2027	33.7	21.1	24.2	0.03	0.76	1.92	2.69	0.71	0.46	1.17	—	5,012	5,012	0.14	0.19	5,079
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.41	48.9	36.4	0.06	1.36	7.89	9.01	1.23	3.99	5.01	—	6,852	6,852	0.27	0.18	6,878
2027	33.7	21.2	22.1	0.03	0.76	1.92	2.69	0.71	0.46	1.17	—	4,870	4,870	0.14	0.19	4,929
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.80	18.9	17.0	0.03	0.60	1.96	2.56	0.55	0.73	1.28	—	3,513	3,513	0.12	0.11	3,549
2027	10.1	5.90	6.16	0.01	0.22	0.50	0.72	0.20	0.12	0.32	—	1,307	1,307	0.04	0.05	1,323
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.15	3.45	3.10	< 0.005	0.11	0.36	0.47	0.10	0.13	0.23	—	582	582	0.02	0.02	588
2027	1.85	1.08	1.12	< 0.005	0.04	0.09	0.13	0.04	0.02	0.06	—	216	216	0.01	0.01	219

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.9	7.44	82.0	0.18	0.14	16.2	16.3	0.13	4.10	4.23	118	23,094	23,213	12.8	0.87	23,855
Mit.	16.9	7.44	82.0	0.18	0.14	16.2	16.3	0.13	4.10	4.23	118	23,094	23,213	12.8	0.87	23,855
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	15.3	7.85	58.0	0.17	0.13	16.2	16.3	0.12	4.10	4.22	118	21,933	22,052	12.9	0.90	22,645
Mit.	15.3	7.85	58.0	0.17	0.13	16.2	16.3	0.12	4.10	4.22	118	21,933	22,052	12.9	0.90	22,645

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.0	8.08	68.8	0.17	0.13	16.1	16.2	0.12	4.08	4.20	118	22,119	22,238	12.9	0.91	22,857
Mit.	16.0	8.08	68.8	0.17	0.13	16.1	16.2	0.12	4.08	4.20	118	22,119	22,238	12.9	0.91	22,857
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.92	1.47	12.5	0.03	0.02	2.93	2.95	0.02	0.74	0.77	19.6	3,662	3,682	2.13	0.15	3,784
Mit.	2.92	1.47	12.5	0.03	0.02	2.93	2.95	0.02	0.74	0.77	19.6	3,662	3,682	2.13	0.15	3,784
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.58	7.32	69.4	0.18	0.13	16.2	16.3	0.12	4.10	4.22	—	18,576	18,576	0.68	0.80	18,890
Area	9.28	0.12	12.5	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	33.5	33.5	< 0.005	< 0.005	33.6
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,388	4,388	0.27	0.03	4,404
Water	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Waste	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Total	16.9	7.44	82.0	0.18	0.14	16.2	16.3	0.13	4.10	4.23	118	23,094	23,213	12.8	0.87	23,855
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	7.11	7.85	58.0	0.17	0.13	16.2	16.3	0.12	4.10	4.22	—	17,449	17,449	0.71	0.82	17,713
Area	8.18	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,388	4,388	0.27	0.03	4,404
Water	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Waste	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Total	15.3	7.85	58.0	0.17	0.13	16.2	16.3	0.12	4.10	4.22	118	21,933	22,052	12.9	0.90	22,645
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.05	8.00	60.2	0.17	0.13	16.1	16.2	0.12	4.08	4.20	—	17,612	17,612	0.71	0.83	17,902
Area	8.93	0.08	8.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	23.0	23.0	< 0.005	< 0.005	23.0
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,388	4,388	0.27	0.03	4,404
Water	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Waste	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Total	16.0	8.08	68.8	0.17	0.13	16.1	16.2	0.12	4.08	4.20	118	22,119	22,238	12.9	0.91	22,857
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.29	1.46	11.0	0.03	0.02	2.93	2.95	0.02	0.74	0.77	—	2,916	2,916	0.12	0.14	2,964
Area	1.63	0.01	1.57	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.80	3.80	< 0.005	< 0.005	3.81
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	726	726	0.05	0.01	729
Water	—	—	—	—	—	—	—	—	—	—	2.85	16.0	18.8	0.29	0.01	28.3
Waste	—	—	—	—	—	—	—	—	—	—	16.7	0.00	16.7	1.67	0.00	58.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.42
Total	2.92	1.47	12.5	0.03	0.02	2.93	2.95	0.02	0.74	0.77	19.6	3,662	3,682	2.13	0.15	3,784

2.6. Operations Emissions by Sector, Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.58	7.32	69.4	0.18	0.13	16.2	16.3	0.12	4.10	4.22	—	18,576	18,576	0.68	0.80	18,890
Area	9.28	0.12	12.5	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	33.5	33.5	< 0.005	< 0.005	33.6
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,388	4,388	0.27	0.03	4,404
Water	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Waste	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Total	16.9	7.44	82.0	0.18	0.14	16.2	16.3	0.13	4.10	4.23	118	23,094	23,213	12.8	0.87	23,855
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.11	7.85	58.0	0.17	0.13	16.2	16.3	0.12	4.10	4.22	—	17,449	17,449	0.71	0.82	17,713
Area	8.18	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,388	4,388	0.27	0.03	4,404
Water	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Waste	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Total	15.3	7.85	58.0	0.17	0.13	16.2	16.3	0.12	4.10	4.22	118	21,933	22,052	12.9	0.90	22,645
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.05	8.00	60.2	0.17	0.13	16.1	16.2	0.12	4.08	4.20	—	17,612	17,612	0.71	0.83	17,902
Area	8.93	0.08	8.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	23.0	23.0	< 0.005	< 0.005	23.0
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,388	4,388	0.27	0.03	4,404
Water	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Waste	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Total	16.0	8.08	68.8	0.17	0.13	16.1	16.2	0.12	4.08	4.20	118	22,119	22,238	12.9	0.91	22,857
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	1.29	1.46	11.0	0.03	0.02	2.93	2.95	0.02	0.74	0.77	—	2,916	2,916	0.12	0.14	2,964
Area	1.63	0.01	1.57	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.80	3.80	< 0.005	< 0.005	3.81
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	726	726	0.05	0.01	729
Water	—	—	—	—	—	—	—	—	—	—	2.85	16.0	18.8	0.29	0.01	28.3
Waste	—	—	—	—	—	—	—	—	—	—	16.7	0.00	16.7	1.67	0.00	58.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.42
Total	2.92	1.47	12.5	0.03	0.02	2.93	2.95	0.02	0.74	0.77	19.6	3,662	3,682	2.13	0.15	3,784

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	—	5,298	5,298	0.21	0.04	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	3.82	2.71	< 0.005	0.11	—	0.11	0.10	—	0.10	—	508	508	0.02	< 0.005	510

Dust From Material Movement	—	—	—	—	—	0.74	0.74	—	0.38	0.38	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.70	0.50	< 0.005	0.02	—	0.02	0.02	—	0.02	—	84.1	84.1	< 0.005	< 0.005	84.4
Dust From Material Movement	—	—	—	—	—	0.13	0.13	—	0.07	0.07	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.95	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	222	222	< 0.005	0.01	225
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.6	21.6	< 0.005	< 0.005	21.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.57	3.57	< 0.005	< 0.005	3.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	—	5,298	5,298	0.21	0.04	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	3.82	2.71	< 0.005	0.11	—	0.11	0.10	—	0.10	—	508	508	0.02	< 0.005	510
Dust From Material Movement	—	—	—	—	—	0.74	0.74	—	0.38	0.38	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.70	0.50	< 0.005	0.02	—	0.02	0.02	—	0.02	—	84.1	84.1	< 0.005	< 0.005	84.4
Dust From Material Movement	—	—	—	—	—	0.13	0.13	—	0.07	0.07	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.95	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	222	222	< 0.005	0.01	225
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.6	21.6	< 0.005	< 0.005	21.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.57	3.57	< 0.005	< 0.005	3.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	—	6,599	6,599	0.27	0.05	6,621

Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	—	6,599	6,599	0.27	0.05	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	4.68	3.39	0.01	0.13	—	0.13	0.12	—	0.12	—	633	633	0.03	0.01	635
Dust From Material Movement	—	—	—	—	—	0.34	0.34	—	0.14	0.14	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.85	0.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	105	105	< 0.005	< 0.005	105
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.02	0.02	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.44	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	276	276	0.01	0.01	280
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.09	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	254	254	< 0.005	0.01	257
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.6	24.6	< 0.005	< 0.005	25.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.08	4.08	< 0.005	< 0.005	4.13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	—	6,599	6,599	0.27	0.05	6,621

Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	—	6,599	6,599	0.27	0.05	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	4.68	3.39	0.01	0.13	—	0.13	0.12	—	0.12	—	633	633	0.03	0.01	635
Dust From Material Movement	—	—	—	—	—	0.34	0.34	—	0.14	0.14	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.85	0.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	105	105	< 0.005	< 0.005	105
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.02	0.02	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.44	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	276	276	0.01	0.01	280
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.09	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	254	254	< 0.005	0.01	257
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.6	24.6	< 0.005	< 0.005	25.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.08	4.08	< 0.005	< 0.005	4.13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	9.71	7.36	0.01	0.35	—	0.35	0.33	—	0.33	—	1,234	1,234	0.05	0.01	1,238
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	1.77	1.34	< 0.005	0.06	—	0.06	0.06	—	0.06	—	204	204	0.01	< 0.005	205
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.43	7.88	0.00	0.00	1.44	1.44	0.00	0.34	0.34	—	1,514	1,514	0.06	0.05	1,537
Vendor	0.02	0.76	0.24	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	711	711	0.02	0.11	746
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.48	5.98	0.00	0.00	1.44	1.44	0.00	0.34	0.34	—	1,392	1,392	0.02	0.05	1,409
Vendor	0.01	0.79	0.24	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	712	712	0.02	0.11	745
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.27	3.22	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	726	726	0.01	0.03	735
Vendor	0.01	0.41	0.12	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	366	366	0.01	0.06	384
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	120	120	< 0.005	< 0.005	122
Vendor	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	60.6	60.6	< 0.005	0.01	63.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	9.71	7.36	0.01	0.35	—	0.35	0.33	—	0.33	—	1,234	1,234	0.05	0.01	1,238

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	1.77	1.34	< 0.005	0.06	—	0.06	0.06	—	0.06	—	204	204	0.01	< 0.005	205
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.43	7.88	0.00	0.00	1.44	1.44	0.00	0.34	0.34	—	1,514	1,514	0.06	0.05	1,537
Vendor	0.02	0.76	0.24	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	711	711	0.02	0.11	746
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.48	5.98	0.00	0.00	1.44	1.44	0.00	0.34	0.34	—	1,392	1,392	0.02	0.05	1,409
Vendor	0.01	0.79	0.24	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	712	712	0.02	0.11	745
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.27	3.22	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	726	726	0.01	0.03	735
Vendor	0.01	0.41	0.12	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	366	366	0.01	0.06	384
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	120	120	< 0.005	< 0.005	122
Vendor	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	60.6	60.6	< 0.005	0.01	63.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	4.69	3.55	0.01	0.17	—	0.17	0.16	—	0.16	—	596	596	0.02	< 0.005	598
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.86	0.65	< 0.005	0.03	—	0.03	0.03	—	0.03	—	98.6	98.6	< 0.005	< 0.005	99.0
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.38	7.29	0.00	0.00	1.44	1.44	0.00	0.34	0.34	—	1,486	1,486	0.02	0.05	1,507
Vendor	0.01	0.73	0.23	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	698	698	0.02	0.10	732

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.43	5.51	0.00	0.00	1.44	1.44	0.00	0.34	0.34	—	1,367	1,367	0.02	0.05	1,383
Vendor	0.01	0.76	0.24	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	699	699	0.02	0.10	730
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.12	1.44	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	344	344	< 0.005	0.01	348
Vendor	< 0.005	0.19	0.06	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	174	174	< 0.005	0.03	182
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	57.0	57.0	< 0.005	< 0.005	57.7
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.7	28.7	< 0.005	< 0.005	30.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	4.69	3.55	0.01	0.17	—	0.17	0.16	—	0.16	—	596	596	0.02	< 0.005	598
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.86	0.65	< 0.005	0.03	—	0.03	0.03	—	0.03	—	98.6	98.6	< 0.005	< 0.005	99.0
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.38	7.29	0.00	0.00	1.44	1.44	0.00	0.34	0.34	—	1,486	1,486	0.02	0.05	1,507
Vendor	0.01	0.73	0.23	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	698	698	0.02	0.10	732
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.43	5.51	0.00	0.00	1.44	1.44	0.00	0.34	0.34	—	1,367	1,367	0.02	0.05	1,383
Vendor	0.01	0.76	0.24	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	699	699	0.02	0.10	730
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.12	1.44	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	344	344	< 0.005	0.01	348
Vendor	< 0.005	0.19	0.06	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	174	174	< 0.005	0.03	182
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	57.0	57.0	< 0.005	< 0.005	57.7
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.7	28.7	< 0.005	< 0.005	30.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	—	1,511	1,511	0.06	0.01	1,516
Paving	0.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.55	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	62.1	62.1	< 0.005	< 0.005	62.3
Paving	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	10.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	1.00	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	< 0.005	0.01	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
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.77	7.77	< 0.005	< 0.005	7.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.29	1.29	< 0.005	< 0.005	1.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	—	1,511	1,511	0.06	0.01	1,516

Paving	0.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.55	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	62.1	62.1	< 0.005	< 0.005	62.3
Paving	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	10.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	1.00	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	< 0.005	0.01	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
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.77	7.77	< 0.005	< 0.005	7.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.29	1.29	< 0.005	< 0.005	1.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	32.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	32.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.33	0.29	< 0.005	0.02	—	0.02	0.02	—	0.02	—	40.2	40.2	< 0.005	< 0.005	40.4
Architectural Coatings	9.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.66	6.66	< 0.005	< 0.005	6.68
Architectural Coatings	1.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	1.46	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	297	297	< 0.005	0.01	301
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.10	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	273	273	< 0.005	0.01	277
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.35	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	83.4	83.4	< 0.005	< 0.005	84.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	14.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	32.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	32.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.33	0.29	< 0.005	0.02	—	0.02	0.02	—	0.02	—	40.2	40.2	< 0.005	< 0.005	40.4

Architect Coatings	9.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.66	6.66	< 0.005	< 0.005	6.68
Architectural Coatings	1.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	1.46	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	297	297	< 0.005	0.01	301
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.10	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	273	273	< 0.005	0.01	277
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.35	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	83.4	83.4	< 0.005	< 0.005	84.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	14.0

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	2.42	2.34	22.1	0.06	0.04	5.15	5.19	0.04	1.31	1.35	—	5,923	5,923	0.22	0.25	6,023
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	5.16	4.99	47.3	0.12	0.09	11.0	11.1	0.08	2.79	2.88	—	12,653	12,653	0.46	0.54	12,866
Total	7.58	7.32	69.4	0.18	0.13	16.2	16.3	0.12	4.10	4.22	—	18,576	18,576	0.68	0.80	18,890
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	2.27	2.50	18.5	0.05	0.04	5.15	5.19	0.04	1.31	1.35	—	5,564	5,564	0.22	0.26	5,648
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Single Family Housing	4.84	5.35	39.5	0.12	0.09	11.0	11.1	0.08	2.79	2.88	—	11,885	11,885	0.48	0.56	12,065
Total	7.11	7.85	58.0	0.17	0.13	16.2	16.3	0.12	4.10	4.22	—	17,449	17,449	0.71	0.82	17,713
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.41	0.47	3.50	0.01	0.01	0.93	0.94	0.01	0.24	0.24	—	930	930	0.04	0.04	945
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	0.88	0.99	7.48	0.02	0.02	2.00	2.01	0.02	0.51	0.52	—	1,986	1,986	0.08	0.09	2,019
Total	1.29	1.46	11.0	0.03	0.02	2.93	2.95	0.02	0.74	0.77	—	2,916	2,916	0.12	0.14	2,964

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	2.42	2.34	22.1	0.06	0.04	5.15	5.19	0.04	1.31	1.35	—	5,923	5,923	0.22	0.25	6,023
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	5.16	4.99	47.3	0.12	0.09	11.0	11.1	0.08	2.79	2.88	—	12,653	12,653	0.46	0.54	12,866
Total	7.58	7.32	69.4	0.18	0.13	16.2	16.3	0.12	4.10	4.22	—	18,576	18,576	0.68	0.80	18,890

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	2.27	2.50	18.5	0.05	0.04	5.15	5.19	0.04	1.31	1.35	—	5,564	5,564	0.22	0.26	5,648
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	4.84	5.35	39.5	0.12	0.09	11.0	11.1	0.08	2.79	2.88	—	11,885	11,885	0.48	0.56	12,065
Total	7.11	7.85	58.0	0.17	0.13	16.2	16.3	0.12	4.10	4.22	—	17,449	17,449	0.71	0.82	17,713
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.41	0.47	3.50	0.01	0.01	0.93	0.94	0.01	0.24	0.24	—	930	930	0.04	0.04	945
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	0.88	0.99	7.48	0.02	0.02	2.00	2.01	0.02	0.51	0.52	—	1,986	1,986	0.08	0.09	2,019
Total	1.29	1.46	11.0	0.03	0.02	2.93	2.95	0.02	0.74	0.77	—	2,916	2,916	0.12	0.14	2,964

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	2,425	2,425	0.15	0.02	2,434
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	98.1	98.1	0.01	< 0.005	98.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,865	1,865	0.12	0.01	1,872
Total	—	—	—	—	—	—	—	—	—	—	—	4,388	4,388	0.27	0.03	4,404
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	2,425	2,425	0.15	0.02	2,434
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	98.1	98.1	0.01	< 0.005	98.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,865	1,865	0.12	0.01	1,872
Total	—	—	—	—	—	—	—	—	—	—	—	4,388	4,388	0.27	0.03	4,404
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	401	401	0.02	< 0.005	403
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	16.2	16.2	< 0.005	< 0.005	16.3
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	309	309	0.02	< 0.005	310
Total	—	—	—	—	—	—	—	—	—	—	—	726	726	0.05	0.01	729

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	2,425	2,425	0.15	0.02	2,434
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	98.1	98.1	0.01	< 0.005	98.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,865	1,865	0.12	0.01	1,872
Total	—	—	—	—	—	—	—	—	—	—	—	4,388	4,388	0.27	0.03	4,404
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	2,425	2,425	0.15	0.02	2,434
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	98.1	98.1	0.01	< 0.005	98.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1,865	1,865	0.12	0.01	1,872

Total	—	—	—	—	—	—	—	—	—	—	—	4,388	4,388	0.27	0.03	4,404
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	401	401	0.02	< 0.005	403
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	16.2	16.2	< 0.005	< 0.005	16.3
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	309	309	0.02	< 0.005	310
Total	—	—	—	—	—	—	—	—	—	—	—	726	726	0.05	0.01	729

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	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
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	0.00	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	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Condo/To	0.00	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
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	0.00	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	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	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
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	0.00	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	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	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

Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	0.00	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	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	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
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	0.00	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	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	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
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Single Family Housing	0.00	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	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	7.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.10	0.12	12.5	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	33.5	33.5	< 0.005	< 0.005	33.6
Total	9.28	0.12	12.5	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	33.5	33.5	< 0.005	< 0.005	33.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	7.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	8.18	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architect Coatings	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.01	1.57	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.80	3.80	< 0.005	< 0.005	3.81
Total	1.63	0.01	1.57	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.80	3.80	< 0.005	< 0.005	3.81

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	7.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.10	0.12	12.5	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	33.5	33.5	< 0.005	< 0.005	33.6
Total	9.28	0.12	12.5	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	33.5	33.5	< 0.005	< 0.005	33.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	7.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	8.18	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.01	1.57	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.80	3.80	< 0.005	< 0.005	3.81
Total	1.63	0.01	1.57	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.80	3.80	< 0.005	< 0.005	3.81

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	6.55	41.2	47.8	0.67	0.02	69.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00

Single Family Housing	—	—	—	—	—	—	—	—	—	—	10.7	55.3	66.0	1.10	0.03	101
Total	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	6.55	41.2	47.8	0.67	0.02	69.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	10.7	55.3	66.0	1.10	0.03	101
Total	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	1.08	6.82	7.91	0.11	< 0.005	11.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	1.77	9.15	10.9	0.18	< 0.005	16.8
Total	—	—	—	—	—	—	—	—	—	—	2.85	16.0	18.8	0.29	0.01	28.3

4.4.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	6.55	41.2	47.8	0.67	0.02	69.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	10.7	55.3	66.0	1.10	0.03	101
Total	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	6.55	41.2	47.8	0.67	0.02	69.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	10.7	55.3	66.0	1.10	0.03	101
Total	—	—	—	—	—	—	—	—	—	—	17.2	96.5	114	1.77	0.04	171
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	1.08	6.82	7.91	0.11	< 0.005	11.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00

Single Family Housing	—	—	—	—	—	—	—	—	—	—	1.77	9.15	10.9	0.18	< 0.005	16.8
Total	—	—	—	—	—	—	—	—	—	—	2.85	16.0	18.8	0.29	0.01	28.3

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	33.4	0.00	33.4	3.34	0.00	117
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	67.7	0.00	67.7	6.76	0.00	237
Total	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	33.4	0.00	33.4	3.34	0.00	117
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00

Single Family Housing	—	—	—	—	—	—	—	—	—	—	67.7	0.00	67.7	6.76	0.00	237
Total	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	5.54	0.00	5.54	0.55	0.00	19.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	11.2	0.00	11.2	1.12	0.00	39.2
Total	—	—	—	—	—	—	—	—	—	—	16.7	0.00	16.7	1.67	0.00	58.6

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	33.4	0.00	33.4	3.34	0.00	117
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	67.7	0.00	67.7	6.76	0.00	237
Total	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	33.4	0.00	33.4	3.34	0.00	117
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	67.7	0.00	67.7	6.76	0.00	237
Total	—	—	—	—	—	—	—	—	—	—	101	0.00	101	10.1	0.00	354
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	5.54	0.00	5.54	0.55	0.00	19.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	—	—	—	—	—	—	—	—	—	—	11.2	0.00	11.2	1.12	0.00	39.2
Total	—	—	—	—	—	—	—	—	—	—	16.7	0.00	16.7	1.67	0.00	58.6

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.69
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.69
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.28
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.42

4.6.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.69
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/To wnhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.69
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.53
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/To wnhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.28
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.42

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)

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/5/2026	2/20/2026	5.00	35.0	—
Grading	Grading	2/23/2026	4/10/2026	5.00	35.0	—
Building Construction	Building Construction	4/13/2026	5/7/2027	5.00	280	—
Paving	Paving	5/10/2027	5/28/2027	5.00	15.0	—
Architectural Coating	Architectural Coating	2/1/2027	7/2/2027	5.00	110	—

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
Site Preparation	Rubber Tired Dozers	Diesel	Tier 2	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Tier 2	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Tier 2	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29

Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 2	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Tier 2	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Tier 2	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
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	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	110	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	23.6	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	22.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT

Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
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	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	110	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	23.6	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	22.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT

Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

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

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,149,100	383,033	921	102	8,076

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	52.5	0.00	—
Grading	0.00	0.00	105	0.00	—
Paving	0.00	0.00	0.00	0.00	3.27

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Condo/Townhouse	—	0%
Parking Lot	1.76	100%
Enclosed Parking Structure	0.00	100%
Single Family Housing	1.51	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	532	0.03	< 0.005
2027	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
Condo/Townhouse	605	605	605	220,752	7,273	7,273	7,273	2,654,752
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	1,292	1,292	1,292	471,547	15,536	15,536	15,536	5,670,802

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Condo/Townhouse	605	605	605	220,752	7,273	7,273	7,273	2,654,752

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Single Family Housing	1,292	1,292	1,292	471,547	15,536	15,536	15,536	5,670,802

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0

Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
715175.325	238,392	0.00	0.00	4,610

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)
Condo/Townhouse	1,663,715	532	0.0330	0.0040	0.00
Parking Lot	67,312	532	0.0330	0.0040	0.00
Enclosed Parking Structure	0.00	532	0.0330	0.0040	0.00
Single Family Housing	1,279,476	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)
Condo/Townhouse	1,663,715	532	0.0330	0.0040	0.00

Parking Lot	67,312	532	0.0330	0.0040	0.00
Enclosed Parking Structure	0.00	532	0.0330	0.0040	0.00
Single Family Housing	1,279,476	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)
Condo/Townhouse	3,416,597	944,484
Parking Lot	0.00	0.00
Enclosed Parking Structure	0.00	0.00
Single Family Housing	5,572,307	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Condo/Townhouse	3,416,597	944,484
Parking Lot	0.00	0.00
Enclosed Parking Structure	0.00	0.00
Single Family Housing	5,572,307	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	62.0	—
Parking Lot	0.00	—
Enclosed Parking Structure	0.00	—
Single Family Housing	126	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	62.0	—
Parking Lot	0.00	—
Enclosed Parking Structure	0.00	—
Single Family Housing	126	—

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
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	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
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

8. User Changes to Default Data

Screen	Justification

Land Use	Project site is 23.05 acres. Approximately 16.4 acres would develop approximately 137 single family homes and 84 townhomes, including 638 parking spaces (442 spaces in built in garage, 148 driveway spaces, and 48 open spaces), and 48,737 sf of open space area. The parking lot acreage reflects all area covered by open space parking, driveways, and internal streets. Calculations are as follows: Single family area = 16.4 acres of total area - 5.25 acres of townhome units - 1.76 acres of parking = 9.39 acres
Construction: Construction Phases	Project would not include demolition. Contruction would occur over two phases, with the single-family residential units beginning in January 2026 and occurring for 18 months, ending in July 2027. Mass grading of the entire site would occur in Phase 1 of construction.
Construction: Off-Road Equipment	Default construction equipment with Tier 2 engines.
Construction: Architectural Coatings	project would comply with SCAQMD Rule 1113 for architectural coatings
Operations: Vehicle Data	Based on the trip generation, the townhome units would generate 605 ADT and the single-family homes would generate approximately 1,292 ADT for a combined total of 3,447 ADT. Trip rate = 605 ADT/ 84 units = 7.20 1,292 ADT/ 137 units = 9.43
Operations: Hearths	Project would not include wood burning hearths or natural gas
Operations: Energy Use	project would not include natural gas

Dexter Village Project - Phase 2 Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Dexter Village Project - Phase 2
Construction Start Date	1/4/2027
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.20
Location	33.69033997890111, -117.3307661694989
County	Riverside-South Coast
City	Lake Elsinore
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5510
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	230	Dwelling Unit	6.05	202,590	28,859	—	743	—

Parking Lot	214	Space	0.60	0.00	0.00	—	—	Apartments Open Parking
Enclosed Parking Structure	234	Space	0.00	93,600	0.00	—	—	Apartments Garage Parking

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Energy	E-2	Require Energy Efficient Appliances
Water	W-5	Design Water-Efficient Landscapes

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.47	20.8	28.3	0.03	0.71	3.02	3.73	0.66	0.72	1.38	—	6,351	6,351	0.16	0.29	6,454
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	34.1	22.2	28.0	0.03	0.77	3.56	4.33	0.72	0.85	1.57	—	6,773	6,773	0.17	0.31	6,871
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.70	15.1	18.6	0.02	0.51	2.22	2.73	0.48	0.53	1.01	—	4,477	4,477	0.12	0.21	4,547
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	1.22	2.76	3.40	< 0.005	0.09	0.41	0.50	0.09	0.10	0.18	—	741	741	0.02	0.03	753

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.47	20.8	28.3	0.03	0.71	3.02	3.73	0.66	0.72	1.38	—	6,351	6,351	0.16	0.29	6,454
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	34.1	22.2	28.0	0.03	0.77	3.56	4.33	0.72	0.85	1.57	—	6,773	6,773	0.17	0.31	6,871
2028	34.1	22.1	27.2	0.03	0.77	3.56	4.33	0.72	0.85	1.57	—	6,690	6,690	0.16	0.31	6,787
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	6.70	15.1	18.6	0.02	0.51	2.22	2.73	0.48	0.53	1.01	—	4,477	4,477	0.12	0.21	4,547
2028	4.08	0.99	1.17	< 0.005	0.04	0.11	0.16	0.04	0.03	0.07	—	232	232	0.01	0.01	235
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.22	2.76	3.40	< 0.005	0.09	0.41	0.50	0.09	0.10	0.18	—	741	741	0.02	0.03	753
2028	0.74	0.18	0.21	< 0.005	0.01	0.02	0.03	0.01	< 0.005	0.01	—	38.4	38.4	< 0.005	< 0.005	38.8

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.47	20.8	28.3	0.03	0.71	3.02	3.73	0.66	0.72	1.38	—	6,351	6,351	0.16	0.29	6,454

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	34.1	22.2	28.0	0.03	0.77	3.56	4.33	0.72	0.85	1.57	—	6,773	6,773	0.17	0.31	6,871
2028	34.1	22.1	27.2	0.03	0.77	3.56	4.33	0.72	0.85	1.57	—	6,690	6,690	0.16	0.31	6,787
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	6.70	15.1	18.6	0.02	0.51	2.22	2.73	0.48	0.53	1.01	—	4,477	4,477	0.12	0.21	4,547
2028	4.08	0.99	1.17	< 0.005	0.04	0.11	0.16	0.04	0.03	0.07	—	232	232	0.01	0.01	235
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.22	2.76	3.40	< 0.005	0.09	0.41	0.50	0.09	0.10	0.18	—	741	741	0.02	0.03	753
2028	0.74	0.18	0.21	< 0.005	0.01	0.02	0.03	0.01	< 0.005	0.01	—	38.4	38.4	< 0.005	< 0.005	38.8

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.4	5.75	71.3	0.15	0.11	13.2	13.3	0.10	3.35	3.45	110	17,345	17,455	11.7	0.69	17,998
Mit.	12.4	5.75	71.3	0.15	0.11	13.2	13.3	0.10	3.35	3.45	110	17,345	17,455	11.7	0.69	17,998
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.2	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	110	16,391	16,500	11.7	0.71	17,009
Mit.	10.2	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	110	16,391	16,500	11.7	0.71	17,009
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.4	6.22	58.7	0.14	0.11	13.1	13.2	0.10	3.33	3.43	110	16,557	16,666	11.7	0.72	17,194
Mit.	11.4	6.22	58.7	0.14	0.11	13.1	13.2	0.10	3.33	3.43	110	16,557	16,666	11.7	0.72	17,194
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.08	1.13	10.7	0.03	0.02	2.39	2.41	0.02	0.61	0.63	18.1	2,741	2,759	1.94	0.12	2,847
Mit.	2.08	1.13	10.7	0.03	0.02	2.39	2.41	0.02	0.61	0.63	18.1	2,741	2,759	1.94	0.12	2,847
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.89	5.60	54.2	0.15	0.10	13.2	13.3	0.09	3.35	3.44	—	14,871	14,871	0.54	0.63	15,116
Area	6.49	0.16	17.1	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	51.6	51.6	< 0.005	< 0.005	51.8
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,326	2,326	0.14	0.02	2,334
Water	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Waste	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	12.4	5.75	71.3	0.15	0.11	13.2	13.3	0.10	3.35	3.45	110	17,345	17,455	11.7	0.69	17,998
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.54	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	—	13,968	13,968	0.55	0.65	14,178

Area	4.69	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,326	2,326	0.14	0.02	2,334
Water	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Waste	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	10.2	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	110	16,391	16,500	11.7	0.71	17,009
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.49	6.11	46.9	0.14	0.10	13.1	13.2	0.09	3.33	3.42	—	14,099	14,099	0.56	0.66	14,327
Area	5.92	0.11	11.7	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	35.4	35.4	< 0.005	< 0.005	35.5
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,326	2,326	0.14	0.02	2,334
Water	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Waste	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	11.4	6.22	58.7	0.14	0.11	13.1	13.2	0.10	3.33	3.43	110	16,557	16,666	11.7	0.72	17,194
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.00	1.11	8.56	0.03	0.02	2.39	2.41	0.02	0.61	0.62	—	2,334	2,334	0.09	0.11	2,372
Area	1.08	0.02	2.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	5.85	5.85	< 0.005	< 0.005	5.88
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	385	385	0.02	< 0.005	386
Water	—	—	—	—	—	—	—	—	—	—	2.97	16.1	19.1	0.31	0.01	28.9
Waste	—	—	—	—	—	—	—	—	—	—	15.2	0.00	15.2	1.52	0.00	53.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24
Total	2.08	1.13	10.7	0.03	0.02	2.39	2.41	0.02	0.61	0.63	18.1	2,741	2,759	1.94	0.12	2,847

2.6. Operations Emissions by Sector, Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.89	5.60	54.2	0.15	0.10	13.2	13.3	0.09	3.35	3.44	—	14,871	14,871	0.54	0.63	15,116
Area	6.49	0.16	17.1	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	51.6	51.6	< 0.005	< 0.005	51.8
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,326	2,326	0.14	0.02	2,334
Water	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Waste	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	12.4	5.75	71.3	0.15	0.11	13.2	13.3	0.10	3.35	3.45	110	17,345	17,455	11.7	0.69	17,998
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.54	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	—	13,968	13,968	0.55	0.65	14,178
Area	4.69	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,326	2,326	0.14	0.02	2,334
Water	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Waste	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	10.2	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	110	16,391	16,500	11.7	0.71	17,009
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.49	6.11	46.9	0.14	0.10	13.1	13.2	0.09	3.33	3.42	—	14,099	14,099	0.56	0.66	14,327
Area	5.92	0.11	11.7	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	35.4	35.4	< 0.005	< 0.005	35.5
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,326	2,326	0.14	0.02	2,334
Water	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Waste	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	11.4	6.22	58.7	0.14	0.11	13.1	13.2	0.10	3.33	3.43	110	16,557	16,666	11.7	0.72	17,194
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	1.00	1.11	8.56	0.03	0.02	2.39	2.41	0.02	0.61	0.62	—	2,334	2,334	0.09	0.11	2,372
Area	1.08	0.02	2.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	5.85	5.85	< 0.005	< 0.005	5.88
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	385	385	0.02	< 0.005	386
Water	—	—	—	—	—	—	—	—	—	—	2.97	16.1	19.1	0.31	0.01	28.9
Waste	—	—	—	—	—	—	—	—	—	—	15.2	0.00	15.2	1.52	0.00	53.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24
Total	2.08	1.13	10.7	0.03	0.02	2.39	2.41	0.02	0.61	0.63	18.1	2,741	2,759	1.94	0.12	2,847

3. Construction Emissions Details

3.1. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.4	10.1	0.02	0.49	—	0.49	0.45	—	0.45	—	1,698	1,698	0.07	0.01	1,704

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.44	1.85	< 0.005	0.09	—	0.09	0.08	—	0.08	—	281	281	0.01	< 0.005	282
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.82	0.71	13.6	0.00	0.00	2.68	2.68	0.00	0.63	0.63	—	2,774	2,774	0.03	0.10	2,812
Vendor	0.02	1.23	0.39	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,180	1,180	0.03	0.18	1,236
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.78	0.80	10.3	0.00	0.00	2.68	2.68	0.00	0.63	0.63	—	2,551	2,551	0.04	0.10	2,581
Vendor	0.02	1.29	0.40	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,181	1,181	0.03	0.18	1,234
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.63	7.65	0.00	0.00	1.89	1.89	0.00	0.44	0.44	—	1,830	1,830	0.03	0.07	1,854
Vendor	0.02	0.91	0.28	0.01	0.01	0.24	0.25	0.01	0.07	0.08	—	836	836	0.02	0.13	875
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.11	1.40	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	303	303	< 0.005	0.01	307
Vendor	< 0.005	0.17	0.05	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	138	138	< 0.005	0.02	145
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.2. Building Construction (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.4	10.1	0.02	0.49	—	0.49	0.45	—	0.45	—	1,698	1,698	0.07	0.01	1,704
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.44	1.85	< 0.005	0.09	—	0.09	0.08	—	0.08	—	281	281	0.01	< 0.005	282
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.82	0.71	13.6	0.00	0.00	2.68	2.68	0.00	0.63	0.63	—	2,774	2,774	0.03	0.10	2,812
Vendor	0.02	1.23	0.39	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,180	1,180	0.03	0.18	1,236

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.78	0.80	10.3	0.00	0.00	2.68	2.68	0.00	0.63	0.63	—	2,551	2,551	0.04	0.10	2,581
Vendor	0.02	1.29	0.40	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,181	1,181	0.03	0.18	1,234
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.63	7.65	0.00	0.00	1.89	1.89	0.00	0.44	0.44	—	1,830	1,830	0.03	0.07	1,854
Vendor	0.02	0.91	0.28	0.01	0.01	0.24	0.25	0.01	0.07	0.08	—	836	836	0.02	0.13	875
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.11	1.40	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	303	303	< 0.005	0.01	307
Vendor	< 0.005	0.17	0.05	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	138	138	< 0.005	0.02	145
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.3. Building Construction (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.26	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.8	32.8	< 0.005	< 0.005	33.0
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.44	5.44	< 0.005	< 0.005	5.46
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.75	0.80	9.60	0.00	0.00	2.68	2.68	0.00	0.63	0.63	—	2,504	2,504	0.04	0.10	2,534
Vendor	0.02	1.23	0.39	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,154	1,154	0.02	0.18	1,207
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	34.7	34.7	< 0.005	< 0.005	35.2
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.8	15.8	< 0.005	< 0.005	16.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.75	5.75	< 0.005	< 0.005	5.83
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.62	2.62	< 0.005	< 0.005	2.74
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.4. Building Construction (2028) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.26	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.8	32.8	< 0.005	< 0.005	33.0
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.44	5.44	< 0.005	< 0.005	5.46
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.75	0.80	9.60	0.00	0.00	2.68	2.68	0.00	0.63	0.63	—	2,504	2,504	0.04	0.10	2,534
Vendor	0.02	1.23	0.39	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,154	1,154	0.02	0.18	1,207
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	34.7	34.7	< 0.005	< 0.005	35.2
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.8	15.8	< 0.005	< 0.005	16.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.75	5.75	< 0.005	< 0.005	5.83
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.62	2.62	< 0.005	< 0.005	2.74
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.5. Paving (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	—	1,511	1,511	0.06	0.01	1,516
Paving	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.55	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	62.1	62.1	< 0.005	< 0.005	62.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	10.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.70	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	183	183	< 0.005	0.01	185
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.63	7.63	< 0.005	< 0.005	7.73
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.26	1.26	< 0.005	< 0.005	1.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.6. Paving (2028) - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	—	1,511	1,511	0.06	0.01	1,516
Paving	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.55	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	62.1	62.1	< 0.005	< 0.005	62.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	10.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.70	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	183	183	< 0.005	0.01	185
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.63	7.63	< 0.005	< 0.005	7.73
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.26	1.26	< 0.005	< 0.005	1.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.7. Architectural Coating (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	32.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.19	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	23.3	23.3	< 0.005	< 0.005	23.3

Architect ural	5.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.85	3.85	< 0.005	< 0.005	3.86
Architect ural Coatings	1.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.16	2.06	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	510	510	0.01	0.02	516
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.38	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	90.0	90.0	< 0.005	< 0.005	91.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	14.9	14.9	< 0.005	< 0.005	15.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.8. Architectural Coating (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	32.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.19	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	23.3	23.3	< 0.005	< 0.005	23.3
Architectural Coatings	5.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.85	3.85	< 0.005	< 0.005	3.86
Architectural Coatings	1.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.16	2.06	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	510	510	0.01	0.02	516
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.38	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	90.0	90.0	< 0.005	< 0.005	91.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	14.9	14.9	< 0.005	< 0.005	15.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134

Architect Coatings	32.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.5	16.5	< 0.005	< 0.005	16.5
Architect ural Coatings	4.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.73	2.73	< 0.005	< 0.005	2.73
Architect ural Coatings	0.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.16	1.92	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	501	501	0.01	0.02	507
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	62.5	62.5	< 0.005	< 0.005	63.3

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
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.3	10.3	< 0.005	< 0.005	10.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.10. Architectural Coating (2028) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	32.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.5	16.5	< 0.005	< 0.005	16.5
Architectural Coatings	4.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.73	2.73	< 0.005	< 0.005	2.73
Architectural Coatings	0.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.16	1.92	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	501	501	0.01	0.02	507
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	62.5	62.5	< 0.005	< 0.005	63.3
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
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.3	10.3	< 0.005	< 0.005	10.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	5.89	5.60	54.2	0.15	0.10	13.2	13.3	0.09	3.35	3.44	—	14,871	14,871	0.54	0.63	15,116
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	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	5.89	5.60	54.2	0.15	0.10	13.2	13.3	0.09	3.35	3.44	—	14,871	14,871	0.54	0.63	15,116
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	5.54	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	—	13,968	13,968	0.55	0.65	14,178
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	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	5.54	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	—	13,968	13,968	0.55	0.65	14,178
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.00	1.11	8.56	0.03	0.02	2.39	2.41	0.02	0.61	0.62	—	2,334	2,334	0.09	0.11	2,372
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Enclosed Parking Structure	0.00	0.00	0.00	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	1.00	1.11	8.56	0.03	0.02	2.39	2.41	0.02	0.61	0.62	—	2,334	2,334	0.09	0.11	2,372

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	5.89	5.60	54.2	0.15	0.10	13.2	13.3	0.09	3.35	3.44	—	14,871	14,871	0.54	0.63	15,116
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	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	5.89	5.60	54.2	0.15	0.10	13.2	13.3	0.09	3.35	3.44	—	14,871	14,871	0.54	0.63	15,116
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	5.54	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	—	13,968	13,968	0.55	0.65	14,178
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	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	5.54	6.00	45.3	0.14	0.10	13.2	13.3	0.09	3.35	3.44	—	13,968	13,968	0.55	0.65	14,178
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	1.00	1.11	8.56	0.03	0.02	2.39	2.41	0.02	0.61	0.62	—	2,334	2,334	0.09	0.11	2,372
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	0.00	0.00	0.00	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	1.00	1.11	8.56	0.03	0.02	2.39	2.41	0.02	0.61	0.62	—	2,334	2,334	0.09	0.11	2,372

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1,815	1,815	0.11	0.01	1,821
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	33.4	33.4	< 0.005	< 0.005	33.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	478	478	0.03	< 0.005	479
Total	—	—	—	—	—	—	—	—	—	—	—	2,326	2,326	0.14	0.02	2,334
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1,815	1,815	0.11	0.01	1,821
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	33.4	33.4	< 0.005	< 0.005	33.5

Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	478	478	0.03	< 0.005	479
Total	—	—	—	—	—	—	—	—	—	—	—	2,326	2,326	0.14	0.02	2,334
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	300	300	0.02	< 0.005	302
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	5.52	5.52	< 0.005	< 0.005	5.55
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	79.1	79.1	< 0.005	< 0.005	79.4
Total	—	—	—	—	—	—	—	—	—	—	—	385	385	0.02	< 0.005	386

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1,815	1,815	0.11	0.01	1,821
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	33.4	33.4	< 0.005	< 0.005	33.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	478	478	0.03	< 0.005	479
Total	—	—	—	—	—	—	—	—	—	—	—	2,326	2,326	0.14	0.02	2,334
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	1,815	1,815	0.11	0.01	1,821
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	33.4	33.4	< 0.005	< 0.005	33.5
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	478	478	0.03	< 0.005	479
Total	—	—	—	—	—	—	—	—	—	—	—	2,326	2,326	0.14	0.02	2,334
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	300	300	0.02	< 0.005	302
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	5.52	5.52	< 0.005	< 0.005	5.55
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	79.1	79.1	< 0.005	< 0.005	79.4
Total	—	—	—	—	—	—	—	—	—	—	—	385	385	0.02	< 0.005	386

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	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
Enclosed Parking Structure	0.00	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	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	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
Enclosed Parking Structure	0.00	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	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	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
Enclosed Parking Structure	0.00	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	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	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

Enclosed Parking Structure	0.00	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	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	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
Enclosed Parking Structure	0.00	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	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	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
Enclosed Parking Structure	0.00	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	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.81	0.16	17.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.6	51.6	< 0.005	< 0.005	51.8
Total	6.49	0.16	17.1	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	51.6	51.6	< 0.005	< 0.005	51.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	4.69	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipme	0.23	0.02	2.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.85	5.85	< 0.005	< 0.005	5.88
Total	1.08	0.02	2.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	5.85	5.85	< 0.005	< 0.005	5.88

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.81	0.16	17.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.6	51.6	< 0.005	< 0.005	51.8
Total	6.49	0.16	17.1	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	51.6	51.6	< 0.005	< 0.005	51.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	4.69	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.79	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.23	0.02	2.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.85	5.85	< 0.005	< 0.005	5.88
Total	1.08	0.02	2.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	5.85	5.85	< 0.005	< 0.005	5.88

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartmen Mid Rise	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	2.97	16.1	19.1	0.31	0.01	28.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	2.97	16.1	19.1	0.31	0.01	28.9

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	17.9	97.1	115	1.84	0.04	174
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	2.97	16.1	19.1	0.31	0.01	28.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	2.97	16.1	19.1	0.31	0.01	28.9

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	15.2	0.00	15.2	1.52	0.00	53.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	15.2	0.00	15.2	1.52	0.00	53.1

4.5.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	91.7	0.00	91.7	9.16	0.00	321
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	15.2	0.00	15.2	1.52	0.00	53.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	15.2	0.00	15.2	1.52	0.00	53.1

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24

4.6.2. Mitigated

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

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

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.45
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description

Building Construction	Building Construction	1/4/2027	1/7/2028	5.00	265	—
Paving	Paving	1/10/2028	1/28/2028	5.00	15.0	—
Architectural Coating	Architectural Coating	10/4/2027	3/3/2028	5.00	110	—

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
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36

Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Building Construction	—	—	—	—
Building Construction	Worker	205	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	39.9	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	41.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Building Construction	—	—	—	—
Building Construction	Worker	205	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	39.9	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	41.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

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

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,149,100	383,033	921	102	8,076

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Paving	0.00	0.00	0.00	0.00	0.60

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Parking Lot	0.60	100%
Enclosed Parking Structure	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	532	0.03	< 0.005
2028	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
Apartments Mid Rise	1,550	1,550	1,550	565,823	18,643	18,643	18,643	6,804,558
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	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
Apartments Mid Rise	1,550	1,550	1,550	565,823	18,643	18,643	18,643	6,804,558
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking Structure	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

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—

Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
410244.75	136,748	0.00	0.00	1,568

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 CO_2 and CH_4 and N_2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	1,245,015	532	0.0330	0.0040	0.00
Parking Lot	22,895	532	0.0330	0.0040	0.00
Enclosed Parking Structure	327,734	532	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO_2 and CH_4 and N_2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	1,245,015	532	0.0330	0.0040	0.00
Parking Lot	22,895	532	0.0330	0.0040	0.00
Enclosed Parking Structure	327,734	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)
Apartments Mid Rise	9,354,968	559,264
Parking Lot	0.00	0.00
Enclosed Parking Structure	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	9,354,968	559,264
Parking Lot	0.00	0.00
Enclosed Parking Structure	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	170	—
Parking Lot	0.00	—
Enclosed Parking Structure	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	170	—
Parking Lot	0.00	—
Enclosed Parking Structure	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
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	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

Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

8. User Changes to Default Data

Screen	Justification

Land Use	Project site is 23.05 acres. Project is proposing 230 apartment units, including 448 parking spaces (234 garage spaces, 2 driveway spaces, and 212 open spaces), and 28,859 sf of open space area on approximately 6.65 acres of the project site. The parking lot acreage reflects all area covered by open space parking, driveways, and internal streets. Calculations are as follows: Apartments parking area = 6.65 acres of total area - 6.05 acres of residential units = 0.6 acres
Construction: Construction Phases	Project would not include demolition. Contruction would occur over two phases, with the apartment units beginning in January 2027 and occurring for 14 months. Mass site preparation and grading would occur during Phase 1. This analysis assumes that only building construction, paving, and architectural coating phases would occur during Phase 2.
Construction: Off-Road Equipment	Default construction equipment with Tier 2 engines.
Construction: Architectural Coatings	project would comply with SCAQMD Rule 1113 for architectural coatings
Operations: Vehicle Data	Based on the trip generation, the apartments would generate approximately 1,550 ADT. Trip rate = 1,550 ADT/ 230 units = 6.74
Operations: Hearths	Project would not include wood burning hearths or natural gas
Operations: Energy Use	project would not include natural gas

APPENDIX B

ENERGY CALCULATIONS

Construction Off-Road Equipment for Phase 1										
Phase	Off-Road Equipment Type	Amount	Usage Hour/Day	Total Usage Days	Total Usage Hours/Equipment	Horsepower	Load Factor	Total Usage Hours/ Equipment	Horsepower-Hour	Fuel Usage (gallons)
Site Preparation	Rubber Tired Dozers	3	8	35.0	840.0	367	0.4	840.0	123,312.0	6,313.6
	Tractors/Loaders/Backhoes	4	8	35.0	1,120.0	84	0.37	1,120.0	34,809.6	1,782.3
Grading	Graders	1	8	35.0	280.0	148	0.41	280.0	16,990.4	869.9
	Excavators	2	8	35.0	560.0	36	0.38	560.0	7,660.8	392.2
	Tractors/Loaders/Backhoes	2	8	35.0	560.0	84	0.37	560.0	17,404.8	891.1
	Scrapers	2	8	35.0	560.0	423	0.48	560.0	113,702.4	5,821.6
	Rubber Tired Dozers	1	8	35.0	280.0	367	0.4	280.0	41,104.0	2,104.5
Building Construction	Forklifts	3	8	280.0	6,720.0	82	0.2	6,720.0	110,208.0	5,642.6
	Generator Sets	1	8	280.0	2,240.0	14	0.74	2,240.0	23,206.4	1,188.2
	Cranes	1	7	280.0	1,960.0	367	0.29	1,960.0	208,602.8	10,680.5
	Welders	1	8	280.0	2,240.0	46	0.45	2,240.0	46,368.0	2,374.0
	Tractors/Loaders/Backhoes	3	7	280.0	5,880.0	84	0.37	5,880.0	182,750.4	9,356.8
Paving	Pavers	2	8	15.0	240.0	81	0.42	240.0	8,164.8	418.0
	Paving Equipment	2	8	15.0	240.0	89	0.36	240.0	7,689.6	393.7
	Rollers	2	8	15.0	240.0	36	0.38	240.0	3,283.2	168.1
Architectural Coating	Air Compressors	1	6	110.0	660.0	37	0.48	660.0	11,721.6	600.1
									Total Phase 1	**48,997.3**

Diesel

Construction Truck and Construction Worker Vehicle Fuel Efficiency for Phase 1				
		EMFAC 2021 Outputs		
Vehicle Type	Vehicle Class	Fuel Consumption (1,000 gallons/day)	VMT (miles/ day)	Fuel Efficency (miles/gallon)
Construction Truck	MHDT	78.6	711,810.7	9.1
	HHDT	675.1	4,288,158.4	6.4
	HHDT/MHDT	-	-	7.7
Construction Worker Vehicle	LDA	843.2	25,836,353.0	30.6
	LDT1	80.1	2,017,862.0	25.2
	LDT2	495.7	12,519,105.0	25.3
	Worker Mix	-	-	27.9

Notes:

[1] For construction trucks assumes 50 percent HHDT and 50 percent MHDT vehicles, consistent with assumptions in CalEEMod for hauling trucks. For construction worker vehicles assumes 50 percent LDA, 25 percent LDT1, and 25 percent LDT2 vehicles, consistent with assumptions in CalEEMod for worker vehicles.

[2] EMFAC2021 was run for Riverside County for the construction year 2026. Data was aggregated over all vehicle model years and speed bins.

[3] The fuel efficiency was calculated by dividing the VMT (miles/day) by the fuel consumption (gallons/day).

Construction Vehicle Fuel Use for Phase 1 - Diesel Vehicles							
Phase	Trip Type	Total Trips	Trip Length (miles)	Total VMT	Diesel Fuel Effiency (miles/gallon)	Fuel Usage (gallons/year)	
Grading	Hauling	0	20	0	6.4	0.0	
Building Construction	Vendor	13,440.0	10.2	137,088.0	7.7	17,803.6	
					Total	**17,803.6**	Diesel

[1] Assumes 100 percent HHDT vehicles for haul trucks and 50 percent HHDT/50 percent MHDT vehicles for MHDT, consistent with assumptions in CalEEMod.

[2] EMFAC2021 was run for Riverside County for the construction year 2026. Data was aggregated over all vehicle model years and speed bins.

[3] The fuel efficiency was calculated by dividing the VMT (miles/day) by the fuel consumption (gallons/day).

Construction Worker Vehicle Fuel Use for Phase 1 - Gasoline Vehicles								
Phase	Total One-Way Trips/Day	Total Days	Total Trips	Trip Length (miles)	Total VMT	Gasoline Fuel Effiency (miles/gallon)	Fuel Usage (gallons/year)	
Site Preparation	17.5	35	1,225.0	18.5	22,662.5	27.9	812.28	
Grading	20	35	1,400.0	18.5	25,900.0	27.9	928.32	
Building Construction	109.8	280	61,488.0	18.5	1,137,528.0	27.9	40,771.61	
Paving	15	15	450.0	18.5	8,325.0	27.9	298.39	
Architectural Coating	21.96	110	4,831.2	18.5	89,377.2	27.9	3,203.48	
						Total	**46,014.08**	Gas

Phase 1 Construction Gasoline Usage	**46,014.1**
Phase 1 Construction Diesel Usage	**66,801.0**

Construction Truck and Construction Worker Vehicle Fuel Efficiency for Phase 2				
		EMFAC 2021 Outputs		
Vehicle Type	Vehicle Class	Fuel Consumption (1,000 gallons/day)	VMT (miles/ day)	Fuel Efficency (miles/gallon)
Construction Truck	MHDT	78.8	716,483.2	9.1
	HHDT	675.3	4,369,406.2	6.5
	HHDT/MHDT	-	-	7.8
Construction Worker Vehicle	LDA	827.0	25,836,353.0	31.2
	LDT1	77.6	2,017,862.0	26.0
	LDT2	496.9	12,519,105.0	25.2
	Worker Mix	-	-	28.4

Notes:

[1] For construction trucks assumes 50 percent HHDT and 50 percent MHDT vehicles, consistent with assumptions in CalEEMod for hauling trucks. For construction worker vehicles assumes 50 percent LDA, 25 percent LDT1, and 25 percent LDT2 vehicles, consistent with assumptions in CalEEMod for worker vehicles.

[2] EMFAC2021 was run for Riverside County for the construction year 2027. Data was aggregated over all vehicle model years and speed bins.

[3] The fuel efficiency was calculated by dividing the VMT (miles/day) by the fuel consumption (gallons/day).

Construction Vehicle Fuel Use for Phase 2 - Diesel Vehicles							
Phase	Trip Type	Total Trips	Trip Length (miles)	Total VMT	Diesel Fuel Effiency (miles/gallon)	Fuel Usage (gallons/year)	
Building Construction	Vendor	20,670.0	10.2	210,834.0	7.8	27,030.0	
					Total	**27,030.0**	Diesel

[1] Assumes 100 percent HHDT vehicles for haul trucks and 50 percent HHDT/50 percent MHDT vehicles for MHDT, consistent with assumptions in CalEEMod.

[2] EMFAC2021 was run for Riverside County for the construction year 2027. Data was aggregated over all vehicle model years and speed bins.

[3] The fuel efficiency was calculated by dividing the VMT (miles/day) by the fuel consumption (gallons/day).

Construction Worker Vehicle Fuel Use for Phase 2 - Gasoline Vehicles								
Phase	Total One-Way Trips/Day	Total Days	Total Trips	Trip Length (miles)	Total VMT	Gasoline Fuel Effiency (miles/gallon)	Fuel Usage (gallons/year)	
Building Construction	205	265	108,650.0	18.5	2,010,025.0	28.4	70,775.53	
Paving	15	15	450.0	18.5	8,325.0	28.4	293.13	
Architectural Coating	41	110	9,020.0	18.5	166,870.0	28.4	5,875.70	
						Total	**76,944.37**	Gas

Phase 2 Construction Gasoline Usage	**76,944.4**
Phase 2 Construction Diesel Usage	**56,285.6**

Proposed Project Operational Trips			
Vehicle Class	CalEEMod	Total Project Trips	Total Trips per Vehicle Class
LDA	0.49496	3,447	1706.1
LDT1	0.0361	3,447	124.4
LDT2	0.21199	3,447	730.7
MDV	0.15593	3,447	537.5
LHD1	0.03039	3,447	104.8
LHD2	0.008699	3,447	30.0
MHD	0.01509	3,447	52.0
HHD	0.01665	3,447	57.4
OBUS	0.0005833	3,447	2.0
UBUS	0.0003798	3,447	1.3
MCY	0.02251	3,447	77.6
SBUS	0.001328	3,447	4.6
MH	0.005384	3,447	18.6

Proposed Project Operational Trips – Fuel Efficiency					
		EMFAC2021 Outputs1			
Fuel	Vehicle Class	Fleet Mix (%)2	Consumption (1,000 gallons/day)	VMT (miles/day)	Fuel Efficiency3 (miles/gallon)
Gas	LDA	51%	811.6	25,822,320.9	31.8
	LDT1	4%	75.3	1,968,448.9	26.1
	LDT2	26%	497.9	13,109,815.1	26.3
	MDV	17%	411.3	8,697,247.0	21.1
	LHD1	2%	58.6	873,409.2	14.9
	MCY	0%	4.2	180,248.9	42.4
	MH	0%	8.4	40,774.6	4.9
	Fleet Mix	–	–	–	28.1
Diesel	LHD2	6%	17.6	309,019.1	17.6
	MHDT	13%	78.4	717,056.4	9.1
	HHDT	81%	675.0	4,445,735.5	6.6
	Fleet Mix	–	–	–	7.5

Notes:

[1] EMFAC2021 was run for Riverside County for the operational year 2028. Data was aggregated over all vehicle model years and speed bins.

[2] Fleet mix is based on assumptions made in CalEEMod for the proposed project.

[3] The fuel efficiency was calculated by dividing the VMT (miles/day) by the fuel consumption (gallons/day).

Proposed Project Operational Trips – Fuel Usage						
Land Use	Total Annual VMT2 (miles/year)	Fuel Type	Portion of Fleet3 (%)	VMT by Fuel Type (miles/year)	Fleet Mix Efficiency4 (miles/gallon)	Fuel Usage (gallons/ year)
Proposed Project	15,130,112.00	Gas	96%	14509351	28.1	516,890.4
		Diesel	4%	611847	7.5	81,130.7
					Total Gasoline/year	**516,890.4**
					Total Diesel/year	**81,130.7**

Notes:

[1] Calculated for operational year 2028 only. Future years will likely use less fuel due to more efficient cars.

[2] Total VMT is based on project's trip generation and trip lengths.

[3] Fleet distribution is based on EMFAC2021 output and CalEEMod assumptions.

[4] Fuel efficiency is based on fuel consumption and VMT data from EMFAC2021 for Riverside County and total VMT.

Electricity Usage	
Electricity by Land Use	**kWh/year**
Apartments Mid Rise	1,245,015.0
Single Family Homes	1,279,476.0
Condo/Townhouse	1,663,715.0
Parking Lot	90,207.0
Enclosed Parking Structure	327,734.0
Total	**4,606,147**

Natural Gas Usage			
Natural Gas by Land Use	**kBTU/year**	**BTU/year**	**therms/year**
Proposed project	0	0	0
Total	**-**	**-**	**-**