March 30, 2026

Mr. Frank Coda
GreenbergFarrow
4695 MacArthur Court, Suite 1450
Newport Beach, CA 92660
Work: (657) 251-5165
Cell: (224) 999-2211
E-mail: FCoda@GreenbergFarrow.com

Subject: Air Quality and Greenhouse Gas Analysis for the Starbucks Café Project in Santa Rosa, CA, APN 012-062-032

Dear Mr. Coda:

Yorke Engineering, LLC (Yorke) is pleased to provide this Air Quality (AQ) and Greenhouse Gas (GHG) Report. This AQ/GHG Report includes California Emissions Estimator Model® (CalEEMod) emissions estimates, criteria pollutant analysis, and GHG analysis for the proposed Starbucks Café in the City of Santa Rosa, California (the City), which is the county seat of Sonoma County and within the jurisdiction of the Bay Area Air District.

PROJECT DESCRIPTION AND LOCATION

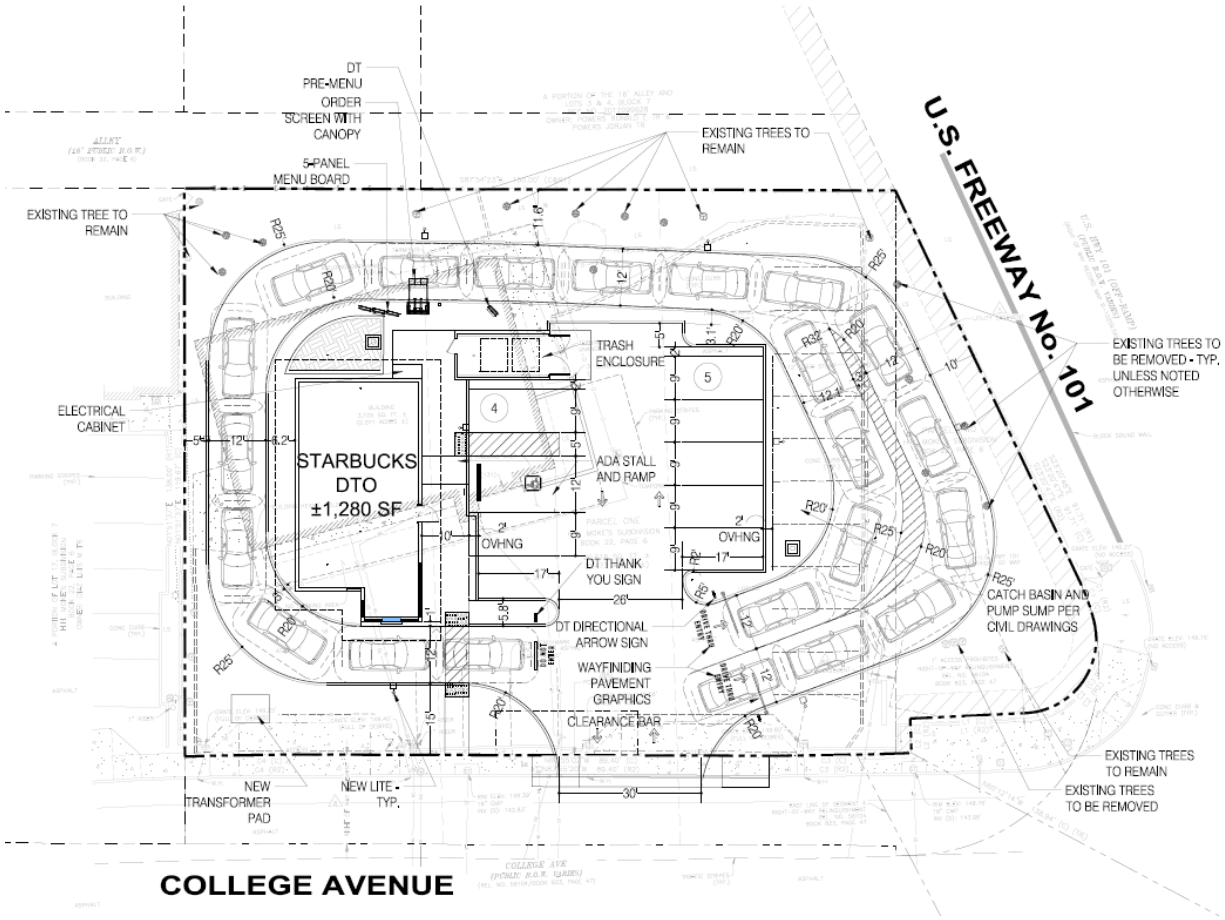
GreenbergFarrow is proposing to develop a Starbucks Café (Project) at 131 College Avenue, Santa Rosa, CA 95401, adjacent to U.S. 101. The 1,280 square foot Starbucks Café will focus primarily on drive-thru service. The former use of the site was a Midas International, LLC automotive repair shop, approximately 3,300 square feet, to be demolished. The site area is 20,616 square feet (0.473 acres) on Assessor's Parcel Number (APN) 012-062-032. Nine parking spaces and an on-site queuing capacity for 21 vehicles in the drive-thru will be provided.

A trip generation analysis was conducted by TJKM Consulting (2023) to evaluate the potential morning (a.m.) and evening (p.m.) peak hour impacts, and average daily impacts, associated with operation of the Project. The results of the trip generation analysis were used to calculate average daily trip rates for input to CalEEMod for determining mobile source emissions impacts. In addition, a vehicle miles traveled (VMT) analysis and an on-site queuing assessment were performed by TJKM.

Figure 1 shows the project location. The site plan is shown in Figure 2.

Figure 1: Proposed Project Location

Figure 2: Proposed Project Site Plan



ENVIRONMENTAL SETTING

The project site is within the San Francisco Bay Area Air Basin (SFBAAB), which includes the counties of San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa, as well as the southern and southwestern portions of Sonoma and Solano counties. The Bay Area Air District (District) is the regional air agency responsible for managing air quality planning across this extensive area. The Project is within the jurisdiction of the District, which provides the applicable California Environmental Quality Act (CEQA) thresholds of significance used for the evaluation of potential air quality and GHG impacts.

The City has requested the Project conduct an "Air Quality Study" to analyze the air quality impacts of Project-related sources, including "on-site cars" (mobile sources). A GHG emissions analysis is included with this study.

AIR POLLUTANTS

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have set national and state air quality standards for seven key pollutants, known as criteria pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb). Additionally, CARB has established state-specific ambient air quality standards for four more pollutants: visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Below is a brief overview of each criteria pollutant and its associated health impacts.

> **O_3**: Ozone is a nearly colorless gas created through a photochemical reaction, where nitrogen dioxide is broken down by sunlight in the presence of reactive organic gases (ROGs). At ground level, ozone exposure can lead to various health issues, including lung irritation, wheezing, coughing, pain during deep breaths, and breathing difficulties during physical activities. It can also cause permanent lung damage, worsen asthma, and increase the risk of respiratory illnesses.
>
> **CO**: Carbon monoxide is a colorless, odorless, and toxic gas primarily produced by the incomplete combustion of fossil fuels in vehicles. CO binds with hemoglobin in the blood, reducing the amount of oxygen that can be transported throughout the body. High concentrations of CO can result in headaches, exacerbate cardiovascular conditions, and impair central nervous system functions. Very high concentrations of CO can be fatal.
>
> **NO_2**: Nitrogen dioxide is a yellowish-brown gas that can cause breathing difficulties at elevated levels. NO_2 is are formed when nitric oxide (NO), a pollutant from fuel combustion processes, reacts photochemically with oxygen (O_2). NO and NO_2, also nitrous oxide (N_2O), are collectively referred to as nitrogen oxides (NO_X).
>
> **SO_2**: Sulfur dioxide is a colorless gas with a pungent odor, mainly produced by burning sulfur-containing fossil fuels. It can lead to acute respiratory symptoms and breathing difficulties, particularly in children.
>
> **PM_{10} and $PM_{2.5}$**: Particulate matter refers to tiny particles suspended in the air. PM_{10} includes particles with diameters of ten microns or smaller, while $PM_{2.5}$ refers to particles with diameters of 2.5 microns or smaller. These fine particles pose a greater health risk than larger particles, as they can more easily cause irritation. Examples include fugitive

dust. Short-term exposure to high levels of $PM_{2.5}$ is linked to increased mortality rates and higher rates of hospital admissions and emergency visits. Long-term exposure to high $PM_{2.5}$ levels is associated with premature mortality and chronic respiratory diseases. Short-term exposure to high PM_{10} levels can lead to hospital admissions for cardiopulmonary conditions, increased respiratory symptoms, and potentially premature mortality.

Pb: If absorbed, lead distributes in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. The lead effects most likely to be encountered in current populations are neurological effects in children. Infants and young children are especially sensitive to lead exposures, which may contribute to behavioral problems, learning deficits and lowered IQ. The elimination of leaded motor gasoline in the 1970s substantially reduced lead exposure for the general population.

ATTAINMENT STATUS

The federal Clean Air Act (CAA) mandates that EPA set health-based National Ambient Air Quality Standards (NAAQS) for six criteria pollutants, designate nonattainment areas, and establish planning requirements. In California, the state sets its own ambient air quality standards, known as California Ambient Air Quality Standards (CAAQS), which require gradual progress toward meeting these standards. Table 1 shows the attainment designation status for the SFBAAB.

To achieve the NAAQS, the District and CARB have developed several State Implementation Plans (SIPs). These plans, which build on the achievements of previous ones, outline strategies for continued air quality improvements in the Bay Area. After each SIP is adopted, the District works to implement the plan's strategies through regulatory development, outreach, research, and incentive programs.

Table 1: SFBAAB Attainment Designation Status

Pollutant	Averaging Time	California Standard	California Designation Status	National Standard	National Designation Status
Ozone	1-hour	0.09 ppm	N	—	—
	8-hour	0.070 ppm	N	0.070 ppm	N
CO	1-hour	20 ppm	A	35 ppm	U/A
	8-hour	9 ppm	A	9 ppm	U/A
$PM_{2.5}$	24-hour	—	—	35 µg/m^3	N
	Annual	12 µg/m^3	A	12 µg/m^3	U/A
PM_{10}	24-hour	50 µg/m^3	N	150 µg/m^3	U/A
	Annual	20 µg/m^3	N	—	—
SO_2	1-hour	0.25 ppm	A	75 ppb	U/A
	24-hour	0.04 ppm	A	—	—
NO_2	1-hour	0.18 ppm	A	100 ppb	U/A
	Annual	0.030 ppm	A	53 ppb	U/A
Pb	30-day	1.5 µg/m^3	A	—	—
	3-month	—	—	0.15 µg/m^3	U/A

Notes: µg/m^3 = micrograms per cubic meter; O_3 = ozone; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; SO_2 = sulfur dioxide; NO_2 = nitrogen dioxide; Pb = lead; ppb = parts per billion; ppm = parts per million; A = Attainment, N = Non-Attainment, U = Unclassified. Updated information regarding designation status can be found at https://www.epa.gov/green-book. Source: Bay Area Air District 2025.

GREENHOUSE GASES

GHG emissions play a critical role in determining the Earth's surface temperature. A portion of the solar radiation that enters the Earth's atmosphere is absorbed by the Earth's surface, and a smaller portion of this radiation is reflected back toward space. Infrared radiation (i.e., thermal heat) is absorbed by GHGs. As a result, infrared radiation released from the Earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth. However, high atmospheric concentrations of GHG due to anthropogenic GHG emissions are thought to contribute to climate change (i.e., global warming).

GHGs are present in the atmosphere naturally, are released by natural sources, and are formed from secondary reactions taking place in the atmosphere. The following are GHGs that are widely seen as the principal contributors to human-induced global climate change: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). Common refrigerant GHGs (abbreviated as "R") used in air conditioning and refrigeration equipment, some of which are HFCs are also included in this analysis.

Global warming potential (GWP) is a concept developed to evaluate the ability of each GHG to trap heat in the atmosphere in comparison to carbon dioxide. The GWP of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere (atmospheric lifetime). The GWP of each gas is measured relative to carbon dioxide. GHGs with lower emissions rates than carbon dioxide may still contribute to climate change because they are more effective than carbon dioxide at absorbing outgoing infrared radiation (i.e., high GWP). The concept of carbon dioxide equivalent (CO_2e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

REGULATORY SETTING

Criteria Air Pollutants

The District has been delegated authority under the federal and California CAAs to implement measures to protect air quality within the SFBAAB. The District regulates stationary sources (with respect to federal, state, and local regulations), monitors regional air pollutant levels, and develops air quality control strategies. The District requires Permits to Operate (PTOs) for stationary source equipment and operations that emit criteria pollutants and/or Toxic Air Contaminants (TACs) into the atmosphere unless excluded by exemption. Permits issued by the District include an assessment of compliance with CEQA.

The most recent air quality plan developed by the District is the 2017 Clean Air Plan that was adopted by the District in April 2017. The 2017 Clean Air Plan provides a regional strategy to protect public health and the climate. To protect public health, the plan describes how the District will continue making progress toward attaining all state and federal air quality standards and eliminating exposure to air pollution among Bay Area communities. The 2017 Clean Air Plan includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful, such as PM, ozone precursors, and TACs, and to decrease emissions of CO_2 by reducing fossil fuel combustion. The 2017 Clean Air Plan represents the Bay Area's most recent assessment of the region's strategy to attain the state and national O_3 and $PM_{2.5}$ standards.

On April 20, 2022, the District's Board of Directors adopted *CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans* (District 2022) (CEQA Guidelines). The Air District's CEQA Guidelines supports lead agencies in assessing air quality and climate impacts from proposed land use projects and plans in the air basin. These Guidelines provide nonbinding recommendations on how lead agencies can evaluate, measure, and mitigate air quality and climate impacts resulting from construction and operational activities associated with land use.

Greenhouse Gases

AB 32, signed into law by Governor Arnold Schwarzenegger in 2006, established regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and established a cap on statewide GHG emissions. It required that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 identifies CARB as the state agency responsible for the design and implementation of emission limits, regulations, and other measures to meet the targets. In 2016, California's GHG emissions dropped below the AB 32 limit and have remained below the 2020 GHG limit since that time. In 2020, emissions from GHG emitting activities statewide were 369.2 million metric tons (MMT) of CO_2e, 35.3 $MMTCO_2e$ lower than 2019 levels and 61.8 $MMTCO_2e$ below the 2020 GHG limit of 431 $MMTCO_2e$ (CARB 2022).

The 2017 Clean Air Plan lays the groundwork for a long-term effort to reduce Bay Area GHG emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. In addition, the District established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the SFBAAB. The program includes GHG-reduction measures that promote energy efficiency, reduce VMT, and develop alternative energy sources (District 2017).

On a local level, the City of Santa Rosa's Climate Action Plan (CAP) incorporates the District's expectations for a Qualified GHG Reduction Strategy and represents a comprehensive approach to addressing climate change and reducing GHG emissions within the city. This plan articulates Santa Rosa's commitment to environmental stewardship and provides a roadmap for transitioning towards greater sustainability. At its core, the 2012 CAP sets ambitious GHG reduction targets. It aims to cut emissions by 25% below 1990 levels by the year 2020 and by 80% below 1990 levels by 2050. These targets align with broader regional and state climate goals, signaling Santa Rosa's dedication to making a significant impact on climate change over the coming decades.

The plan outlines strategies tailored to various sectors that are major contributors to GHG emissions. In the energy sector, the CAP emphasizes improving energy efficiency and promoting the use of renewable energy sources. It includes initiatives for reducing energy consumption across residential, commercial, and municipal buildings. For transportation, the CAP focuses on expanding alternative modes of transport such as public transit, enhancing infrastructure for pedestrians and cyclists, and supporting the adoption of electric vehicles. This sector-specific approach aims to reduce emissions from one of the largest sources of GHGs.

Waste management is another critical area addressed in the CAP. The plan advocates for increased recycling and composting, aiming to minimize the amount of waste sent to landfills. By encouraging the use of sustainable materials and reducing waste, Santa Rosa seeks to cut down on emissions associated with waste processing.

Water conservation also features prominently in the plan. It highlights the need for efficient water use to lower the energy required for water treatment and distribution, thereby contributing to GHG reductions.

To ensure the effectiveness of these strategies, the CAP emphasizes the importance of both implementation and ongoing monitoring. Regular reviews and updates to the plan are intended to keep it aligned with new data, technological advancements, and evolving regulations. This adaptive approach helps maintain progress towards the city's climate goals.

Appendix E of the City of Santa Rosa's 2012 Climate Action Plan is specifically focused on the *CAP New Development Checklist*. This checklist is an essential tool designed to ensure that new development projects align with the city's climate action goals and contribute to its GHG reduction targets.

The checklist serves as a practical guide for developers and city planners, outlining the key measures and best practices that new projects should incorporate to minimize their environmental impact. It provides a structured approach to integrating sustainability into the development process, helping to ensure that new projects are designed and implemented in a way that supports the city's overall climate objectives.

Key Components of the Checklist

The CAP New Development Checklist includes various criteria related to different aspects of a development project. These typically cover:

1. **Energy Efficiency**: The checklist emphasizes the importance of incorporating energy-efficient design and technologies in new buildings. This may include measures such as high-performance insulation, energy-efficient windows, and advanced heating, ventilation, and air conditioning (HVAC) systems. By prioritizing energy efficiency, new developments can significantly reduce their energy consumption and associated GHG emissions.
2. **Renewable Energy**: Developers are encouraged to integrate renewable energy sources, such as solar panels, into their projects. This aligns with the CAP's goals by promoting the use of clean energy and reducing reliance on fossil fuels.
3. **Water Conservation**: The checklist includes criteria for water-saving measures, such as low-flow fixtures and drought-tolerant landscaping. Efficient water use is crucial for reducing the energy needed for water treatment and distribution, thus lowering GHG emissions.
4. **Sustainable Transportation**: The checklist promotes transportation-related measures such as providing bicycle parking, access to public transit, and infrastructure that supports alternative transportation modes. These strategies help reduce the reliance on single-occupancy vehicles, which is a significant source of GHG emissions.
5. **Waste Reduction**: Developers are encouraged to implement practices that minimize waste generation during construction and encourage recycling and reuse of materials. This not only reduces the environmental footprint of the project but also supports the city's waste management goals.

6. **Green Building Standards**: The checklist may include recommendations or requirements for adhering to green building certifications, such as LEED (Leadership in Energy and Environmental Design). These standards provide a framework for designing and constructing buildings that are environmentally responsible and resource-efficient.

The CAP New Development Checklist is intended to guide developers in making environmentally conscious decisions and to ensure that new projects contribute positively to the city's climate goals. By providing clear guidelines and expectations, the checklist helps streamline the development review process and promotes consistency in how new developments are assessed for their climate impacts.

The checklist supports the city's broader climate action strategy by integrating sustainability into the early stages of project planning and design. This proactive approach helps to embed GHG reduction measures into new developments, ultimately contributing to the city's overall emissions reduction targets.

In summary, Appendix E of the Santa Rosa 2012 Climate Action Plan, with its focus on the *CAP New Development Checklist*, plays a crucial role in guiding new development projects toward sustainability. By outlining specific criteria and best practices, the checklist ensures that new developments align with the city's climate action goals, contributing to a more sustainable and resilient urban environment. (City 2012)

SIGNIFICANCE THRESHOLDS

In order to evaluate the potential for Air Quality impacts of a proposed project, quantitative significance criteria established by the District shown in Table 2 were used to make significance determinations based on mass emissions of criteria pollutants and air quality. Climate Action Plan consistency criteria was used for GHG impact analysis, as presented in this report.

Table 2: Bay Area Air District CEQA Thresholds of Significance

Criteria Pollutants, Precursors, GHGs, Risks and Odors	Construction-Average Daily Emissions	Operation - Average Daily Emissions	
	lbs/day	lbs/day	tons/yr
Reactive Organic Gases (ROG)	54	54	10
Nitrogen Oxides (NO_X)	54	54	10
PM_{10}	82 (exhaust)	82 (total)	15 (total)
$PM_{2.5}$	54 (exhaust)	54 (total)	10 (total)
PM_{10} / $PM_{2.5}$ (fugitive dust)	Best Management Practices**	None	
Local Carbon Monoxide (CO)	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)	
Local Risks and Hazards			
Risks and hazards for new sources and receptors (cumulative threshold)	Same as operational thresholds	Cancer Risk: > 100 in a million (from all local sources) Non-cancer: > 10.0 Hazard Index (chronic, from all local sources) PM2.5: > 0.8 µg/m^3 annual average (from all local sources) OR Compliance with Qualified Community Risk Reduction Plan	
Risks and hazards for new sources and receptors (individual project)	Same as operational thresholds	Increased Cancer Risk >10.0 in a million Increased Non-cancer > 1.0 Hazard Index (chronic or acute) PM2.5 increase: > 0.3 µg/m^3 annual average OR Compliance with Qualified Community Risk Reduction Plan	
Accidental release of acutely hazardous air pollutants			
	None	Storage or use of acutely hazardous materials locating near receptors or new receptors locating near stored or used acutely hazardous materials considered significant	
Odors			
	None	Five confirmed complaints per year averaged over 3 years	
GHGs			
GHGs - Stationary Sources	None	10,000 MT CO_2e/year	
GHGs – Project-Level	None	Thresholds of Significance for Land Use Projects (Must Include A or B) A. Projects must include, at a minimum, the following project design elements: 1. Buildings a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development). b. The project will not result in any wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines. 2. Transportation	

Criteria Pollutants, Precursors, GHGs, Risks and Odors	Construction-Average Daily Emissions	Operation - Average Daily Emissions	
	lbs/day	lbs/day	tons/yr
		a. The project will achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target that reflects the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory: Evaluating Transportation Impacts in CEQA: i. Residential projects: 15 percent below the existing VMT per capita ii. Office projects: 15 percent below the existing VMT per employee iii. Retail projects: no net increase in existing VMT b. The project will achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2. B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).	
GHGs – Plan-Level	None	1. Meet State's goals to reduce emissions to 40% below 1990 levels by 2030 and carbon neutrality by 2045; or 2. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b)	

Source: Bay Area Air District 2022
Notes:
$\mu g/m^3$ = micrograms per cubic meter; CO = carbon monoxide; lb/day = pounds per day; NOx = oxides of nitrogen; $PM_{2.5}$= fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ppm = parts per million; ROG = reactive organic gases; TACs = toxic air contaminants; tpy = tons per year; VMT =vehicle miles traveled.
The air quality project-level thresholds of significance were adopted by the Air District's Board of Directors on June 2, 2010.
* The Air District recommends construction projects that require less than 1 year to complete; lead agencies should annualize impacts over the scope of actual days that peak impacts would occur rather than over the full year. Additionally, for phased projects that results in concurrent construction and operational emissions. Construction-related exhaust emissions should be combined with operational emissions for all phases where construction and operations overlap.
** $PM_{10}/PM_{2.5}$ (fugitive dust) is also recognized to impact local communities. The Air District strongly recommends implementing all feasible fugitive dust management practices especially when construction projects are located near sensitive communities, including schools, residential areas, or other sensitive land uses. These measures are detailed in Chapter 5, Section 5.2.2 Construction-Related Criteria Air Pollutant Emissions.

QUANTIFICATION METHODOLOGY

The construction and operation analyses were performed using the California Emissions Estimation Model® (CalEEMod) version 2022.1.1.39, the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and GHG emissions associated with both construction and operations of land use projects under CEQA. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The mobile source emission factors used in the model – published by the California Air Resources Board (CARB) – include the Pavley standards and Low Carbon Fuel standards. The model also identifies project design features, regulatory measures, and

control measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from the selected measures. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the South Coast Air Quality Management District (SCAQMD), the Bay Area Air District, the Valley Air District (San Joaquin), and other California air districts. Default land use data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. As the official assessment methodology for land use projects in California, CalEEMod is relied upon herein for construction and operational emissions quantification, which forms the basis for the impact analysis.

ASSUMPTIONS

The following basic assumptions were used in developing the emission estimates for the proposed Project using CalEEMod:

- Project design features including parcel dimensions, demolition and grading quantities, parking spaces, and sizes of the proposed facility were defined by the Applicant.
- Default construction equipment horsepower ratings and load factors contained in CalEEMod were applied to all phases of the project.
- Default operational trip lengths for the Project area and all trips are primary trips.
- Consumer product usage for maintenance during project operation are CalEEMod defaults.
- Energy efficiency and water conservation measures are generally required by codes.
- Use of low-reactive organic gases (ROG) architectural coatings (rule-compliant).

The CalEEMod output files for this analysis are contained in Attachment 1.

AIR QUALITY IMPACT ANALYSIS

The Project would result in air pollutant emissions from both the construction and operations phases. These emissions are evaluated against the CEQA significance thresholds adopted by the District.

Criteria Pollutants from Project Construction

A project's construction phase produces many types of emissions. Fugitive dust emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle exhaust. Construction-related emissions can cause substantial increases in localized concentrations of PM_{10}, as well as affecting PM_{10} compliance with ambient air quality standards on a regional basis. Particulate emissions from construction activities can lead to adverse health effects as well as nuisance concerns such as reduced visibility and soiling of exposed surfaces. The use of diesel-powered construction equipment emits ozone precursors oxides of nitrogen (NO_x) and reactive organic gases (ROG), and diesel particulate matter (DPM), the latter being a composite of TACs containing a variety of hazardous substances. Large construction projects using multiple large earthmoving equipment are evaluated to determine if operations may exceed the District's daily threshold for NO_x emissions and could temporarily expose area residents to hazardous levels of DPM. Use of architectural coatings and other materials associated with finishing buildings may also emit ROG and TACs.

CEQA significance thresholds address the impacts of construction activity emissions on local and regional air quality. Thresholds are also provided for other potential impacts related to project construction, such as odors and TACs.

The District's approach to CEQA analyses of fugitive dust impacts is to require implementation of effective and comprehensive dust control measures rather than to require detailed quantification of emissions. PM_{10} emitted during construction can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors, making quantification difficult. Despite this variability in emissions, experience has shown that there are several feasible control measures that can be reasonably implemented to significantly reduce fugitive dust emissions from construction. For larger projects, the District has determined that compliance with an approved fugitive dust control plan comprising Best Management Practices (BMPs), primarily through frequent water application, constitutes sufficient control to limit PM_{10} impacts to a level considered less than significant.

Table 3 shows the air pollutant emissions attributable to the Project and evaluates the emissions against District significance thresholds. As shown in this Table, Project related emissions are less than the significance thresholds adopted by the District. As such, the Project would not result in excessive levels of regional criteria pollutants for the construction phase.

Table 3: Daily Construction Emissions Summary and Significance Evaluation

Criteria Pollutants	Average Working Day Emissions (lbs/day)	Significance Threshold (lbs/day)	Significant?
ROG (VOC)	0.7	54	No
NO_X	4.7	54	No
Exhaust PM_{10}	0.2	82	No
Exhaust $PM_{2.5}$	0.2	54	No

Sources: Bay Area Air District 2022, CalEEMod version 2022.1.1.39
Notes:
lbs/day are working day average for planned land use (standard 5-day workweeks)
Total PM_{10} / $PM_{2.5}$ comprises engine exhaust only for construction

For a project to have a less-than-significant criteria air pollutant impact related to construction-related fugitive dust emissions, it must implement all Air District's basic BMPs shown below in Table 4. The proposed Project will comply with all the applicable requirements. Thus, impacts would be less than significant.

Table 4: Basic BMPs for Construction-Related Fugitive Dust Emissions

BMP ID	Basic Best Management Practice
AQ-BMP-1	All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
AQ-BMP-2	All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
AQ-BMP-3	All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
AQ-BMP-4	All vehicle speeds on unpaved roads shall be limited to 15 mph.
AQ-BMP-5	All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
AQ-BMP-6	All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
AQ-BMP-7	All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
AQ-BMP-8	Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
AQ-BMP-9	Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

Source: Bay Area Air District 2022

Criteria Pollutants from Project Operation

The term "project operations" refers to the full range of activities that can or may generate criteria pollutant, GHG, and TAC emissions when the project is functioning in its intended use. For projects such as office parks, shopping centers, apartment buildings, residential subdivisions, hotels, and other indirect sources, motor vehicles traveling to and from the project represents the primary source of air pollutant emissions. For industrial projects and some commercial projects, equipment operation and manufacturing processes, i.e., permitted stationary sources, can be of greatest concern from an emissions standpoint. CEQA significance thresholds address the impacts of operational emission sources on local and regional air quality. Thresholds are also provided for other potential impacts related to project operations, such as odors.

Tables 5 and 6 show criteria operational emissions associated with the Project and evaluates these emissions against District significance thresholds. As shown, the operations phase of the Project would result in daily and annual emissions which are below District significance thresholds. Thus, the project would result in less than significant impacts from operations phase emissions.

Table 5: Daily Operational Emissions Summary and Significance Evaluation

Criteria Pollutants	Average Daily Emissions (lbs/day)	Significance Threshold (lbs/day)	Significant?
ROG (VOC)	2.5	54	No
NO_X	1.9	54	No
Total PM_{10}	0.5	82	No
Total $PM_{2.5}$	0.1	54	No

Sources: Bay Area Air District 2022, CalEEMod version 2022.1.1.39
Notes:
lbs/day are daily average for planned land use
Total PM_{10} / $PM_{2.5}$ comprises fugitive dust plus engine exhaust within a 1 mile radius of Project site

Table 6: Annual Operational Emissions Summary and Significance Evaluation

Criteria Pollutants	Average Annual Emissions (tons/year)	Significance Threshold (tons/year)	Significant?
ROG (VOC)	0.45	10	No
NO_X	0.35	10	No
Total PM_{10}	0.48	15	No
Total $PM_{2.5}$	0.13	10	No

Sources: Bay Area Air District 2022, CalEEMod version 2022.1.1.39
Notes:
tons/year are annual average for planned land use
Total PM_{10} / $PM_{2.5}$ comprises fugitive dust plus engine exhaust

The operations phase of the Project would generate vehicle trips and queues at the proposed drive-thru. The Project's *Vehicle-Miles Traveled, Trip Generation, and On-site Queuing Assessment for a Proposed Starbucks on College Avenue in the City of Santa Rosa, CA* (TJKM 2023) specifies the Institute of Transportation Engineers (ITE) land use code 937 "Coffee/Donut Shop with Drive-Thru Window" with a daily trip rate of 533.57 per thousand square feet (ksf). Thus, for the 1,280 square foot (1.28 ksf) Starbucks Café, the calculated number of daily trips is 683. This daily trip rate was used in CalEEMod to override the default trip rate for "Fast Food Restaurant with Drive-Thru" (code 934) while retaining the CalEEMod default trip lengths for the Project location. All trips were assumed to be primary trips, i.e., no diverted or pass-by trips. Based on these inputs, average trip length is 5.37 miles. These vehicle trips would result in travel and idling emissions.

Traffic volumes provided in the City's traffic counts (City 2017) show that College Avenue between Cleveland Avenue and U.S. 101 has approximately 17,000 average daily traffic (ADT) eastbound and 16,000 ADT westbound, for a total of approximately 33,000 ADT. At 683 ADT, the Project would represent about a 2.1% increase in daily traffic on College Avenue. These emissions would not result in elevated concentrations of pollutants beyond the National and California ambient air quality standards due to the relatively small number of additional vehicles as well as the low emission rates associated with modern vehicles that meet model year emissions standards. In particular, the use of 3-way catalytic converters has nearly eliminated CO emissions from light duty vehicles. Further, the State of California is in NAAQS and CAAQS attainment for ambient CO concentrations emitted from onroad vehicles and has been for more than two decades.

Construction and operational emissions from the proposed Project would not exceed the applicable thresholds. Construction emissions would permanently cease upon completion of the new facilities. Any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. Therefore, because temporary construction emissions and projected changes in operational emissions would be less than significant, the resultant air quality impact is not considered by the District to be cumulatively considerable and would result in a less than significant cumulative impact.

IMPACT: Less Than Significant

GHG IMPACT ANALYSIS

Table 7 shows project related GHG emissions. Operational measures incorporate typical code-required energy and water conservation features. Off-site traffic impacts are included in these emissions estimates, along with construction emissions amortized over 30 years.

Table 7: Annual Greenhouse Gas Emissions Summary

Greenhouse Gases	Amortized Construction (MT/yr)	Annual Operation (MT/yr)	Project Total (MT/yr)
CO_2	2.3	500.7	503.0
CH_4	0.00	0.18	0.18
N_2O	0.00	0.03	0.03
R	0.00	1.09	1.09
CO_2e	**2.3**	**514.7**	**517.1**

Sources: CalEEMod version 2022.1.1.39
Notes:
Project Total comprises annual operational emissions plus construction emissions amortized over 30 years

The City of Santa Rosa has adopted a qualified CAP in 2012 to address the effects of climate change and minimize greenhouse gas emissions within the City. Through this framework, the Air District has identified key design elements that new land use projects and plans must incorporate to meet California's goal of carbon neutrality by 2045. When these elements are included in a project's design and construction, the project fulfills its fair share of necessary reductions, allowing the lead agency to conclude that it does not significantly contribute to global climate change when evaluated under CEQA. As shown in Table 2, the District's Climate Impact Thresholds allows for projects to either include building and transportation design elements, which reduce GHG emissions, or projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b). The City of Santa Rosa's CAP meets the programmatic threshold of the District guidelines.

The City of Santa Rosa has accounted for the City's fair share of emissions within CAP. "To ensure new development projects are compliant with the City's Climate Action Plan, the following checklist has been developed. This checklist should be filled out for each new project, subject to discretionary review, to allow new development to find a less than significant impact for greenhouse gas emissions in the environmental review process." (City 2012). The project developer has filled out the CAP New Development Checklist and demonstrated consistency with the GHG reduction goals adopted by the City. Therefore, the Project would not directly or

indirectly generate GHG emissions that would have a significant impact on the environment and the projected impact would be less than significant and no additional control measures would be required (District 2022). The CAP New Development Checklist for the proposed Project is provided in Attachment 2.

IMPACT: Less Than Significant

CLOSING

Thank you very much for the opportunity to be of assistance with this air quality and greenhouse gas report. Please contact me at (805) 293-7867 (office) if you have any questions or comments in regard to this report.

Sincerely,

Bradford L. Boyes, BSEnvE, MBA, QEP | Ventura Office
Principal Engineer
Yorke Engineering, LLC
BBoyes@YorkeEngr.com

Enclosures/Attachments:

1. CalEEMod Outputs
2. CAP New Development Checklist

REFERENCES

Bay Area Air District (District). 2025. Air Quality Standards and Attainment Status. Website (https://www.baaqmd.gov/en/about-air-quality/research-and-data/air-quality-standards-and-attainment-status).

Bay Area Air District (District). 2022. CEQA Air Quality Guidelines. Website (https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines).

Bay Area Air District (District). 2017. 2017 Clean Air Plan: Spare the Air, Cool the Climate. Website (https://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans).

California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Website (https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents).

California Emissions Estimation Model® (CalEEMod). 2022. Version 2022.1.1.39 Website (http://www.caleemod.com/).

California Building Code (CBC). 2025. 2025 California Building Code, Title 24, Part 2 (Volumes 1 & 2). Website (https://codes.iccsafe.org/content/CABC2025P1).

California Energy Commission (CEC). 2025. Building Energy Efficiency Program. Website (https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2025-building-energy-efficiency).

City of Santa Rosa (City). 2017. Traffic Counts. Website (https://www.srcity.org/Search?searchPhrase=Traffic%20Counts&pageNumber=1&perPage=10&departmentId=-1).

City of Santa Rosa (City). Climate Action. 2012. Website (https://www.srcity.org/DocumentCenter/View/10762/Climate-Action-Plan-PDF?bidId=).

TJKM Consulting. February 2, 2023. Project No. 066-164. *Vehicle-Miles Traveled, Trip Generation, and On-site Queuing Assessment for a Proposed Starbucks on College Avenue in the City of Santa Rosa, CA*.

ATTACHMENT 1 – CALEEMOD OUTPUTS

Starbucks Cafe with Drive-Thru Santa Rosa Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Starbucks Cafe with Drive-Thru Santa Rosa
Construction Start Date	6/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20000
Precipitation (days)	0.80000
Location	38.446086, -122.725318
County	Sonoma-San Francisco
City	Santa Rosa
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	942
EDFZ	2
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.39

1.2. Land Use Types

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

Fast Food Restaurant with Drive Thru	1.28000	1000sqft	0.02938	1,280.00	0.00000	—	—	Coffee/Donut Shop with Drive-Thru Window
Parking Lot	15.2160	1000sqft	0.34931	0.00000	4,120.00	—	—	Parking and Drive-Thru with Lighting

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.05353	9.21112	10.0342	0.01582	0.41898	2.13366	2.55264	0.38547	1.01627	1.40173	—	1,778.40	1,778.40	0.07086	0.05631	0.89577	1,785.29
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.63780	4.81575	6.93052	0.01209	0.18881	0.14466	0.32373	0.17368	0.03391	0.19865	—	1,314.47	1,314.47	0.05327	0.01273	0.01530	1,319.27
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21610	1.57454	2.23448	0.00385	0.06107	0.02583	0.08690	0.05619	0.00844	0.06463	—	420.681	420.681	0.01709	0.00504	0.01872	422.628
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03944	0.28735	0.40779	0.00070	0.01115	0.00471	0.01586	0.01025	0.00154	0.01179	—	69.6485	69.6485	0.00283	0.00083	0.00310	69.9708

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

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	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.05353	9.21112	10.0342	0.01582	0.41898	2.13366	2.55264	0.38547	1.01627	1.40173	—	1,778.40	1,778.40	0.07086	0.05631	0.89577	1,785.29
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.63780	4.81575	6.93052	0.01209	0.18881	0.14466	0.32373	0.17368	0.03391	0.19865	—	1,314.47	1,314.47	0.05327	0.01273	0.01530	1,319.27
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.21610	1.57454	2.23448	0.00385	0.06107	0.02583	0.08690	0.05619	0.00844	0.06463	—	420.681	420.681	0.01709	0.00504	0.01872	422.628
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.03944	0.28735	0.40779	0.00070	0.01115	0.00471	0.01586	0.01025	0.00154	0.01179	—	69.6485	69.6485	0.00283	0.00083	0.00310	69.9708

2.2.2. Onsite 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	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.02452	9.19052	9.69044	0.01582	0.41898	2.07166	2.49064	0.38547	1.00174	1.38720	—	1,714.25	1,714.25	0.06954	0.01391	0.00000	1,720.14
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.63739	4.80600	6.90565	0.01205	0.18874	0.00000	0.18874	0.17364	0.00000	0.17364	—	1,304.47	1,304.47	0.05291	0.01058	0.00000	1,308.94
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.21327	1.55922	2.20118	0.00379	0.06096	0.01761	0.07857	0.05608	0.00641	0.06250	—	405.576	405.576	0.01645	0.00329	0.00000	406.968

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.03892	0.28456	0.40172	0.00069	0.01113	0.00321	0.01434	0.01024	0.00117	0.01141	—	67.1477	67.1477	0.00272	0.00054	0.00000	67.3782

2.2.3. Offsite 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	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.04403	0.40823	0.61004	0.00176	0.00335	0.15144	0.15479	0.00335	0.03867	0.04202	—	369.303	369.303	0.01760	0.04940	0.89577	385.360
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06536	0.06470	0.70873	0.00004	0.00008	0.14466	0.14466	0.00004	0.03391	0.03391	—	139.514	139.514	0.00424	0.00606	0.01530	141.441
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00283	0.01532	0.03330	0.00006	0.00011	0.00821	0.00833	0.00010	0.00203	0.00213	—	15.1051	15.1051	0.00064	0.00175	0.01872	15.6599
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00052	0.00280	0.00608	0.00001	0.00002	0.00150	0.00152	0.00002	0.00037	0.00039	—	2.50082	2.50082	0.00011	0.00029	0.00310	2.59267

2.3. 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.63382	1.77696	14.5857	0.03013	0.03062	2.61596	2.64659	0.02899	0.66591	0.69490	8.69073	3,145.58	3,154.27	1.05203	0.16428	12.5903	3,242.12
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.49366	2.03678	14.8827	0.02870	0.03055	2.61596	2.64652	0.02894	0.66591	0.69485	8.69073	3,000.52	3,009.21	1.08162	0.17896	2.27555	3,091.85

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.47206	1.93568	14.0919	0.02885	0.03059	2.61463	2.64522	0.02896	0.66558	0.69454	8.69073	3,015.48	3,024.17	1.06872	0.17306	6.57338	3,109.03
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.45115	0.35326	2.57177	0.00526	0.00558	0.47717	0.48275	0.00529	0.12147	0.12675	1.43885	499.247	500.686	0.17694	0.02865	1.08830	514.736

2.4. 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.58876	1.73092	14.4917	0.02986	0.02706	2.61596	2.64303	0.02545	0.66591	0.69137	—	3,051.05	3,051.05	0.17021	0.16158	10.5894	3,114.05
Area	0.04255	0.00047	0.05567	< 0.000005	0.00010	—	0.00010	0.00007	—	0.00007	—	0.22892	0.22892	0.00001	< 0.000005	—	0.22975
Energy	0.00251	0.04557	0.03828	0.00027	0.00346	—	0.00346	0.00346	—	0.00346	—	93.2721	93.2721	0.01110	0.00087	—	93.8075
Water	—	—	—	—	—	—	—	—	—	—	0.74450	1.02701	1.77151	0.07651	0.00183	—	4.23069
Waste	—	—	—	—	—	—	—	—	—	—	7.94623	0.00000	7.94623	0.79420	0.00000	—	27.8012
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.00097	2.00097
Total	2.63382	1.77696	14.5857	0.03013	0.03062	2.61596	2.64659	0.02899	0.66591	0.69490	8.69073	3,145.58	3,154.27	1.05203	0.16428	12.5903	3,242.12
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.45775	1.99121	14.8444	0.02842	0.02709	2.61596	2.64305	0.02548	0.66591	0.69139	—	2,906.22	2,906.22	0.19981	0.17626	0.27458	2,964.01
Area	0.03341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00251	0.04557	0.03828	0.00027	0.00346	—	0.00346	0.00346	—	0.00346	—	93.2721	93.2721	0.01110	0.00087	—	93.8075
Water	—	—	—	—	—	—	—	—	—	—	0.74450	1.02701	1.77151	0.07651	0.00183	—	4.23069
Waste	—	—	—	—	—	—	—	—	—	—	7.94623	0.00000	7.94623	0.79420	0.00000	—	27.8012
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.00097	2.00097

Total	2.49366	2.03678	14.8827	0.02870	0.03055	2.61596	2.64652	0.02894	0.66591	0.69485	8.69073	3,000.52	3,009.21	1.08162	0.17896	2.27555	3,091.85
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.43164	1.88988	14.0261	0.02857	0.02707	2.61463	2.64171	0.02546	0.66558	0.69104	—	2,921.07	2,921.07	0.18691	0.17036	4.57242	2,981.08
Area	0.03791	0.00023	0.02745	< 0.000005	0.00005	—	0.00005	0.00004	—	0.00004	—	0.11289	0.11289	< 0.000005	< 0.000005	—	0.11330
Energy	0.00251	0.04557	0.03828	0.00027	0.00346	—	0.00346	0.00346	—	0.00346	—	93.2721	93.2721	0.01110	0.00087	—	93.8075
Water	—	—	—	—	—	—	—	—	—	—	0.74450	1.02701	1.77151	0.07651	0.00183	—	4.23069
Waste	—	—	—	—	—	—	—	—	—	—	7.94623	0.00000	7.94623	0.79420	0.00000	—	27.8012
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.00097	2.00097
Total	2.47206	1.93568	14.0919	0.02885	0.03059	2.61463	2.64522	0.02896	0.66558	0.69454	8.69073	3,015.48	3,024.17	1.06872	0.17306	6.57338	3,109.03
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.44377	0.34490	2.55977	0.00521	0.00494	0.47717	0.48211	0.00465	0.12147	0.12612	—	483.616	483.616	0.03094	0.02820	0.75702	493.552
Area	0.00692	0.00004	0.00501	< 0.000005	0.00001	—	0.00001	0.00001	—	0.00001	—	0.01869	0.01869	< 0.000005	< 0.000005	—	0.01876
Energy	0.00046	0.00832	0.00699	0.00005	0.00063	—	0.00063	0.00063	—	0.00063	—	15.4423	15.4423	0.00184	0.00014	—	15.5309
Water	—	—	—	—	—	—	—	—	—	—	0.12326	0.17003	0.29329	0.01267	0.00030	—	0.70044
Waste	—	—	—	—	—	—	—	—	—	—	1.31559	0.00000	1.31559	0.13149	0.00000	—	4.60280
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.33128	0.33128
Total	0.45115	0.35326	2.57177	0.00526	0.00558	0.47717	0.48275	0.00529	0.12147	0.12675	1.43885	499.247	500.686	0.17694	0.02865	1.08830	514.736

3. Construction Emissions Details

3.1. Demolition (2026)

3.1.1. Onsite - 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	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44081	4.09093	5.57793	0.00877	0.13431	—	0.13431	0.12356	—	0.12356	—	851.928	851.928	0.03456	0.00691	—	854.851
Demolition	—	—	—	—	—	0.20788	0.20788	—	0.03148	0.03148	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01208	0.11208	0.15282	0.00024	0.00368	—	0.00368	0.00339	—	0.00339	—	23.3405	23.3405	0.00095	0.00019	—	23.4206
Demolition	—	—	—	—	—	0.00570	0.00570	—	0.00086	0.00086	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00220	0.02045	0.02789	0.00004	0.00067	—	0.00067	0.00062	—	0.00062	—	3.86428	3.86428	0.00016	0.00003	—	3.87754
Demolition	—	—	—	—	—	0.00104	0.00104	—	0.00016	0.00016	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03867	0.02747	0.45832	0.00000	0.00000	0.08266	0.08266	0.00000	0.01938	0.01938	—	85.5306	85.5306	0.00176	0.00324	0.33750	86.8780
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00536	0.38076	0.15172	0.00176	0.00335	0.06878	0.07213	0.00335	0.01929	0.02264	—	283.772	283.772	0.01583	0.04616	0.55826	298.482
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00101	0.00092	0.01081	0.00000	0.00000	0.00226	0.00226	0.00000	0.00053	0.00053	—	2.20134	2.20134	0.00005	0.00009	0.00399	2.23495
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00014	0.01082	0.00417	0.00005	0.00009	0.00188	0.00198	0.00009	0.00053	0.00062	—	7.77513	7.77513	0.00043	0.00126	0.00663	8.16948
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00018	0.00017	0.00197	0.00000	0.00000	0.00041	0.00041	0.00000	0.00010	0.00010	—	0.36446	0.36446	0.00001	0.00002	0.00066	0.37002
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00003	0.00197	0.00076	0.00001	0.00002	0.00034	0.00036	0.00002	0.00010	0.00011	—	1.28726	1.28726	0.00007	0.00021	0.00110	1.35255

3.2. Site Preparation (2026)

3.2.1. Onsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43578	3.73818	5.54403	0.00793	0.18506	—	0.18506	0.17026	—	0.17026	—	858.447	858.447	0.03482	0.00696	—	861.393
Dust From Material Movement	—	—	—	—	—	0.20680	0.20680	—	0.02233	0.02233	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00119	0.01024	0.01519	0.00002	0.00051	—	0.00051	0.00047	—	0.00047	—	2.35191	2.35191	0.00010	0.00002	—	2.35998
Dust From Material Movement	—	—	—	—	—	0.00057	0.00057	—	0.00006	0.00006	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00022	0.00187	0.00277	< 0.000005	0.00009	—	0.00009	0.00009	—	0.00009	—	0.38939	0.38939	0.00002	< 0.000005	—	0.39072
Dust From Material Movement	—	—	—	—	—	0.00010	0.00010	—	0.00001	0.00001	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01933	0.01373	0.22916	0.00000	0.00000	0.04133	0.04133	0.00000	0.00969	0.00969	—	42.7653	42.7653	0.00088	0.00162	0.16875	43.4390
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00005	0.00005	0.00054	0.00000	0.00000	0.00011	0.00011	0.00000	0.00003	0.00003	—	0.11007	0.11007	< 0.000005	< 0.000005	0.00020	0.11175
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00001	0.00001	0.00010	0.00000	0.00000	0.00002	0.00002	0.00000	< 0.000005	< 0.000005	—	0.01822	0.01822	< 0.000005	< 0.000005	0.00003	0.01850
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Grading (2026)

3.3.1. Onsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.02452	9.19052	9.69044	0.01582	0.41898	—	0.41898	0.38547	—	0.38547	—	1,714.25	1,714.25	0.06954	0.01391	—	1,720.14
Dust From Material Movement	—	—	—	—	—	2.07166	2.07166	—	1.00174	1.00174	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00561	0.05036	0.05310	0.00009	0.00230	—	0.00230	0.00211	—	0.00211	—	9.39317	9.39317	0.00038	0.00008	—	9.42540
Dust From Material Movement	—	—	—	—	—	0.01135	0.01135	—	0.00549	0.00549	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00102	0.00919	0.00969	0.00002	0.00042	—	0.00042	0.00039	—	0.00039	—	1.55515	1.55515	0.00006	0.00001	—	1.56048
Dust From Material Movement	—	—	—	—	—	0.00207	0.00207	—	0.00100	0.00100	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02900	0.02060	0.34374	0.00000	0.00000	0.06200	0.06200	0.00000	0.01453	0.01453	—	64.1480	64.1480	0.00132	0.00243	0.25313	65.1585
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00015	0.00014	0.00162	0.00000	0.00000	0.00034	0.00034	0.00000	0.00008	0.00008	—	0.33020	0.33020	0.00001	0.00001	0.00060	0.33524
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00003	0.00003	0.00030	0.00000	0.00000	0.00006	0.00006	0.00000	0.00001	0.00001	—	0.05467	0.05467	< 0.000005	< 0.000005	0.00010	0.05550
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Building Construction (2026)

3.4.1. Onsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49393	4.80600	6.90565	0.01205	0.18874	—	0.18874	0.17364	—	0.17364	—	1,304.47	1,304.47	0.05291	0.01058	—	1,308.94
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49393	4.80600	6.90565	0.01205	0.18874	—	0.18874	0.17364	—	0.17364	—	1,304.47	1,304.47	0.05291	0.01058	—	1,308.94
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13532	1.31671	1.89196	0.00330	0.05171	—	0.05171	0.04757	—	0.04757	—	357.388	357.388	0.01450	0.00290	—	358.614

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02470	0.24030	0.34528	0.00060	0.00944	—	0.00944	0.00868	—	0.00868	—	59.1697	59.1697	0.00240	0.00048	—	59.3727
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00208	0.00148	0.02464	0.00000	0.00000	0.00444	0.00444	0.00000	0.00104	0.00104	—	4.59813	4.59813	0.00009	0.00017	0.01814	4.67056
Vendor	0.00016	0.00738	0.00305	0.00004	0.00008	0.00148	0.00156	0.00004	0.00041	0.00045	—	5.71837	5.71837	0.00022	0.00085	0.01383	5.99060
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00201	0.00199	0.02177	0.00000	0.00000	0.00444	0.00444	0.00000	0.00104	0.00104	—	4.28588	4.28588	0.00013	0.00019	0.00047	4.34506
Vendor	0.00015	0.00776	0.00310	0.00004	0.00008	0.00148	0.00156	0.00004	0.00041	0.00045	—	5.72041	5.72041	0.00022	0.00085	0.00036	5.97917
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00054	0.00049	0.00581	0.00000	0.00000	0.00122	0.00122	0.00000	0.00029	0.00029	—	1.18344	1.18344	0.00003	0.00005	0.00215	1.20151
Vendor	0.00004	0.00209	0.00084	0.00001	0.00002	0.00040	0.00043	0.00001	0.00011	0.00012	—	1.56692	1.56692	0.00006	0.00023	0.00164	1.63935
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00010	0.00009	0.00106	0.00000	0.00000	0.00022	0.00022	0.00000	0.00005	0.00005	—	0.19593	0.19593	< 0.000005	0.00001	0.00036	0.19892

Vendor	0.00001	0.00038	0.00015	< 0.000005	< 0.000005	0.00007	0.00008	< 0.000005	0.00002	0.00002	—	0.25942	0.25942	0.00001	0.00004	0.00027	0.27141
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Paving (2026)

3.5.1. Onsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49102	4.24080	5.29941	0.00857	0.17907	—	0.17907	0.16474	—	0.16474	—	822.965	822.965	0.03338	0.00668	—	825.790
Paving	0.18304	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00673	0.05809	0.07259	0.00012	0.00245	—	0.00245	0.00226	—	0.00226	—	11.2735	11.2735	0.00046	0.00009	—	11.3122
Paving	0.00251	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00123	0.01060	0.01325	0.00002	0.00045	—	0.00045	0.00041	—	0.00041	—	1.86646	1.86646	0.00008	0.00002	—	1.87286
Paving	0.00046	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06536	0.06470	0.70873	0.00000	0.00000	0.14466	0.14466	0.00000	0.03391	0.03391	—	139.514	139.514	0.00424	0.00606	0.01530	141.441
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00088	0.00080	0.00946	0.00000	0.00000	0.00198	0.00198	0.00000	0.00046	0.00046	—	1.92618	1.92618	0.00005	0.00008	0.00349	1.95558
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00016	0.00015	0.00173	0.00000	0.00000	0.00036	0.00036	0.00000	0.00008	0.00008	—	0.31890	0.31890	0.00001	0.00001	0.00058	0.32377
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Architectural Coating (2026)

3.6.1. Onsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12031	0.85645	1.13283	0.00173	0.02315	—	0.02315	0.02130	—	0.02130	—	133.504	133.504	0.00542	0.00108	—	133.963
Architectural Coatings	3.51709	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00165	0.01173	0.01552	0.00002	0.00032	—	0.00032	0.00029	—	0.00029	—	1.82883	1.82883	0.00007	0.00001	—	1.83510
Architectural Coatings	0.04818	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00030	0.00214	0.00283	< 0.000005	0.00006	—	0.00006	0.00005	—	0.00005	—	0.30278	0.30278	0.00001	< 0.000005	—	0.30382
Architectural Coatings	0.00879	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - 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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00040	0.00040	0.00435	0.00000	0.00000	0.00089	0.00089	0.00000	0.00021	0.00021	—	0.85718	0.85718	0.00003	0.00004	0.00009	0.86901
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00001	< 0.000005	0.00006	0.00000	0.00000	0.00001	0.00001	0.00000	< 0.000005	< 0.000005	—	0.01183	0.01183	< 0.000005	< 0.000005	0.00002	0.01202
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.000005	< 0.000005	0.00001	0.00000	0.00000	< 0.000005	< 0.000005	0.00000	< 0.000005	< 0.000005	—	0.00196	0.00196	< 0.000005	< 0.000005	< 0.000005	0.00199
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	2.58876	1.73092	14.4917	0.02986	0.02706	2.61596	2.64303	0.02545	0.66591	0.69137	—	3,051.05	3,051.05	0.17021	0.16158	10.5894	3,114.05
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	2.58876	1.73092	14.4917	0.02986	0.02706	2.61596	2.64303	0.02545	0.66591	0.69137	—	3,051.05	3,051.05	0.17021	0.16158	10.5894	3,114.05
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	2.45775	1.99121	14.8444	0.02842	0.02709	2.61596	2.64305	0.02548	0.66591	0.69139	—	2,906.22	2,906.22	0.19981	0.17626	0.27458	2,964.01
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	2.45775	1.99121	14.8444	0.02842	0.02709	2.61596	2.64305	0.02548	0.66591	0.69139	—	2,906.22	2,906.22	0.19981	0.17626	0.27458	2,964.01
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.44377	0.34490	2.55977	0.00521	0.00494	0.47717	0.48211	0.00465	0.12147	0.12612	—	483.616	483.616	0.03094	0.02820	0.75702	493.552
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.44377	0.34490	2.55977	0.00521	0.00494	0.47717	0.48211	0.00465	0.12147	0.12612	—	483.616	483.616	0.03094	0.02820	0.75702	493.552

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	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	31.4494	31.4494	0.00509	0.00062	—	31.7604
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	7.44913	7.44913	0.00121	0.00015	—	7.52279
Total	—	—	—	—	—	—	—	—	—	—	—	38.8986	38.8986	0.00629	0.00076	—	39.2832
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	31.4494	31.4494	0.00509	0.00062	—	31.7604
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	7.44913	7.44913	0.00121	0.00015	—	7.52279
Total	—	—	—	—	—	—	—	—	—	—	—	38.8986	38.8986	0.00629	0.00076	—	39.2832
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	5.20681	5.20681	0.00084	0.00010	—	5.25830
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	1.23329	1.23329	0.00020	0.00002	—	1.24548
Total	—	—	—	—	—	—	—	—	—	—	—	6.44010	6.44010	0.00104	0.00013	—	6.50378

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	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.00251	0.04557	0.03828	0.00027	0.00346	—	0.00346	0.00346	—	0.00346	—	54.3735	54.3735	0.00481	0.00010	—	54.5243
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00251	0.04557	0.03828	0.00027	0.00346	—	0.00346	0.00346	—	0.00346	—	54.3735	54.3735	0.00481	0.00010	—	54.5243
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.00251	0.04557	0.03828	0.00027	0.00346	—	0.00346	0.00346	—	0.00346	—	54.3735	54.3735	0.00481	0.00010	—	54.5243
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00251	0.04557	0.03828	0.00027	0.00346	—	0.00346	0.00346	—	0.00346	—	54.3735	54.3735	0.00481	0.00010	—	54.5243
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.00046	0.00832	0.00699	0.00005	0.00063	—	0.00063	0.00063	—	0.00063	—	9.00216	9.00216	0.00080	0.00002	—	9.02713
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00046	0.00832	0.00699	0.00005	0.00063	—	0.00063	0.00063	—	0.00063	—	9.00216	9.00216	0.00080	0.00002	—	9.02713

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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02859	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00482	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00914	0.00047	0.05567	< 0.000005	0.00010	—	0.00010	0.00007	—	0.00007	—	0.22892	0.22892	0.00001	< 0.000005	—	0.22975
Total	0.04255	0.00047	0.05567	< 0.000005	0.00010	—	0.00010	0.00007	—	0.00007	—	0.22892	0.22892	0.00001	< 0.000005	—	0.22975
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02859	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00482	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.03341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.00522	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00088	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.00082	0.00004	0.00501	< 0.000005	0.00001	—	0.00001	0.00001	—	0.00001	—	0.01869	0.01869	< 0.000005	< 0.000005	—	0.01876
Total	0.00692	0.00004	0.00501	< 0.000005	0.00001	—	0.00001	0.00001	—	0.00001	—	0.01869	0.01869	< 0.000005	< 0.000005	—	0.01876

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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	0.74450	0.96696	1.71146	0.07650	0.00183	—	4.17004
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.06005	0.06005	0.00001	< 0.000005	—	0.06065
Total	—	—	—	—	—	—	—	—	—	—	0.74450	1.02701	1.77151	0.07651	0.00183	—	4.23069
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	0.74450	0.96696	1.71146	0.07650	0.00183	—	4.17004
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.06005	0.06005	0.00001	< 0.000005	—	0.06065
Total	—	—	—	—	—	—	—	—	—	—	0.74450	1.02701	1.77151	0.07651	0.00183	—	4.23069

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	0.12326	0.16009	0.28335	0.01266	0.00030	—	0.69040
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00994	0.00994	< 0.000005	< 0.000005	—	0.01004
Total	—	—	—	—	—	—	—	—	—	—	0.12326	0.17003	0.29329	0.01267	0.00030	—	0.70044

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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	7.94623	0.00000	7.94623	0.79420	0.00000	—	27.8012
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	7.94623	0.00000	7.94623	0.79420	0.00000	—	27.8012
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	7.94623	0.00000	7.94623	0.79420	0.00000	—	27.8012

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	7.94623	0.00000	7.94623	0.79420	0.00000	—	27.8012
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	1.31559	0.00000	1.31559	0.13149	0.00000	—	4.60280
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	1.31559	0.00000	1.31559	0.13149	0.00000	—	4.60280

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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.00097	2.00097
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.00097	2.00097
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.00097	2.00097
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.00097	2.00097
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.33128	0.33128
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.33128	0.33128

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	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	6/1/2026	6/15/2026	5.00000	10.00000	—
Site Preparation	Site Preparation	6/16/2026	6/17/2026	5.00000	1.000000	—
Grading	Grading	6/18/2026	6/20/2026	5.00000	2.00000	—
Building Construction	Building Construction	6/21/2026	11/8/2026	5.00000	100.0000	—
Paving	Paving	11/9/2026	11/16/2026	5.00000	5.00000	—
Architectural Coating	Architectural Coating	11/17/2026	11/24/2026	5.00000	5.00000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.000000	8.00000	33.0000	0.73000
Demolition	Rubber Tired Dozers	Diesel	Average	1.000000	1.000000	367.000	0.40000
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	6.00000	84.0000	0.37000

Site Preparation	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Grading	Graders	Diesel	Average	1.000000	6.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	6.00000	367.000	0.40000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	7.00000	84.0000	0.37000
Building Construction	Cranes	Diesel	Average	1.000000	4.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	2.00000	6.00000	82.0000	0.20000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Paving	Cement and Mortar Mixers	Diesel	Average	4.00000	6.00000	10.00000	0.56000
Paving	Pavers	Diesel	Average	1.000000	7.00000	81.0000	0.42000
Paving	Rollers	Diesel	Average	1.000000	7.00000	36.0000	0.38000
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	7.00000	84.0000	0.37000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	10.00000	11.7000	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40000	HHDT,MHDT
Demolition	Hauling	3.80000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	5.00000	11.7000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT

Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	7.50000	11.7000	LDA,LDT1,LDT2
Grading	Vendor	—	8.40000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	0.53760	11.7000	LDA,LDT1,LDT2
Building Construction	Vendor	0.20979	8.40000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	17.5000	11.7000	LDA,LDT1,LDT2
Paving	Vendor	—	8.40000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	0.10752	11.7000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00000	0.00000	1,920.00	640.000	912.960

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	3,300.00	0.00000
Site Preparation	—	—	0.50000	0.00000	0.00000
Grading	—	—	1.50000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	0.34931

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Fast Food Restaurant with Drive Thru	0.00000	0%
Paving	Parking Lot	0.34931	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	203.983	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Fast Food Restaurant with Drive Thru	682.970	682.970	682.970	249,284	3,667.36	3,667.36	3,667.36	1,338,585
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Fast Food Restaurant with Drive Thru	Wood Fireplaces	0	0
Fast Food Restaurant with Drive Thru	Gas Fireplaces	0	0
Fast Food Restaurant with Drive Thru	Propane Fireplaces	0	0
Fast Food Restaurant with Drive Thru	Electric Fireplaces	0	0
Fast Food Restaurant with Drive Thru	No Fireplaces	0	0
Fast Food Restaurant with Drive Thru	Conventional Wood Stoves	0	0
Fast Food Restaurant with Drive Thru	Catalytic Wood Stoves	0	0
Fast Food Restaurant with Drive Thru	Non-Catalytic Wood Stoves	0	0
Fast Food Restaurant with Drive Thru	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0
Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0
Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0

Parking Lot	Pellet Wood Stoves	0	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)
0.00000	0.00000	1,920.00	640.000	912.960

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	180.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Fast Food Restaurant with Drive Thru	56,274.5	203.983	0.0330	0.0040	169,660
Parking Lot	13,329.2	203.983	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant with Drive Thru	388,523	0.00000
Parking Lot	0.00000	36,907.7

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	14.7442	0.00000
Parking Lot	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430.00	0.00000	0.60000	0.00000	1.000000
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088.00	1.80000	4.00000	4.00000	18.0000
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.1800	annual days of extreme heat
Extreme Precipitation	10.5000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	5.39000	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	3	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	3	1	1	3
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	10.5663
AQ-PM	9.34661
AQ-DPM	64.0448
Drinking Water	4.99563
Lead Risk Housing	53.2199
Pesticides	0.00000
Toxic Releases	2.06302
Traffic	79.0500
Effect Indicators	—
CleanUp Sites	37.5513
Groundwater	97.0281

Haz Waste Facilities/Generators	65.1754
Impaired Water Bodies	43.7841
Solid Waste	91.0424
Sensitive Population	—
Asthma	48.4920
Cardio-vascular	50.3240
Low Birth Weights	22.4018
Socioeconomic Factor Indicators	—
Education	54.4166
Housing	63.9670
Linguistic	43.8760
Poverty	63.2412
Unemployment	77.7590

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	35.33940716
Employed	58.62953933
Median HI	28.82073656
Education	—
Bachelor's or higher	33.61991531
High school enrollment	100
Preschool enrollment	27.19106891
Transportation	—
Auto Access	20.53124599
Active commuting	81.02142949

Social	—
2-parent households	56.98703965
Voting	77.46695753
Neighborhood	—
Alcohol availability	32.32388041
Park access	29.87296292
Retail density	89.47773643
Supermarket access	78.24971128
Tree canopy	67.32965482
Housing	—
Homeownership	24.16271012
Housing habitability	42.02489414
Low-inc homeowner severe housing cost burden	51.19979469
Low-inc renter severe housing cost burden	65.86680354
Uncrowded housing	25.7153856
Health Outcomes	—
Insured adults	40.25407417
Arthritis	42.6
Asthma ER Admissions	35.8
High Blood Pressure	64.8
Cancer (excluding skin)	45.0
Asthma	23.6
Coronary Heart Disease	47.4
Chronic Obstructive Pulmonary Disease	23.6
Diagnosed Diabetes	60.0
Life Expectancy at Birth	17.7
Cognitively Disabled	24.2
Physically Disabled	11.3

Heart Attack ER Admissions	45.1
Mental Health Not Good	29.3
Chronic Kidney Disease	55.3
Obesity	43.5
Pedestrian Injuries	80.9
Physical Health Not Good	38.5
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	36.9
Current Smoker	28.0
No Leisure Time for Physical Activity	46.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	2.7
Elderly	68.4
English Speaking	35.9
Foreign-born	38.2
Outdoor Workers	11.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	50.3
Traffic Density	75.6
Traffic Access	72.2
Other Indices	—
Hardship	57.9
Other Decision Support	—
2016 Voting	71.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	51.0000
Healthy Places Index Score for Project Location (b)	48.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Operations: Vehicle Data	TJKM 2023 specifies the Institute of Transportation Engineers (ITE) land use code 937 “Coffee/Donut Shop with Drive-Thru Window” daily trip rate of 533.57 per 1,000 square feet.

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

Land Use	Model Parameter	Units	Default Value	New Value
Fast Food Restaurant with Drive Thru	Weekday Trip Rate	size/day	470.950	533.570
Fast Food Restaurant with Drive Thru	Saturday Trip Rate	size/day	616.120	533.570
Fast Food Restaurant with Drive Thru	Sunday Trip Rate	size/day	472.580	533.570
Fast Food Restaurant with Drive Thru	Weekday Primary Trip	%	26.5000	100.0000
Fast Food Restaurant with Drive Thru	Weekday Divert Trip	%	24.0000	0.00000
Fast Food Restaurant with Drive Thru	Weekday Pass-By Trip	%	49.5000	0.00000

ATTACHMENT 2 – CAP NEW DEVELOPMENT CHECKLIST

APPENDIX E: CAP NEW DEVELOPMENT CHECKLIST

To ensure new development projects are compliant with the City's Climate Action Plan, the following checklist has been developed. This checklist should be filled out for each new project, subject to discretionary review, to allow new development to find a less than significant impact for greenhouse gas emissions in the environmental review process.

#	Description	Compliance			
		Complies	Does Not Comply	N/A	See Discussion
1.1.1	Comply with CALGreen Tier 1 standards*	X			
1.1.3	After 2020, all new development will utilize zero net electricity*			X	Suspended due to litigation
1.3.1	Install real-time energy monitors to track energy use*	X			
1.4.2	Comply with the City's tree preservation ordinance*	X			
1.4.3	Provide public & private trees in compliance with the Zoning Code*	X			
1.5	Install new sidewalks and paving with high solar reflectivity materials*	X			
2.1.3	Pre-wire and pre-plumb for solar thermal or PV systems			X	
3.1.2	Support implementation of station plans and corridor plans			X	
3.2.1	Provide on-site services such as ATMs or dry cleaning to site users			X	
3.2.2	Improve non-vehicular network to promote walking, biking			X	
3.2.3	Support mixed-use, higher-density development near services			X	
3.3.1	Provide affordable housing near transit			X	
3.5.1	Unbundle parking from property cost			X	
3.6.1	Install calming features to improve ped/bike experience			X	
4.1.1	Implement the Bicycle and Pedestrian Master Plan			X	
4.1.2	Install bicycle parking consistent with regulations*	X			
4.1.3	Provide bicycle safety training to residents, employees, motorists			X	
4.2.2	Provide safe spaces to wait for bus arrival			X	

APPENDIX E

NEW DEVELOPMENT CHECKLIST

#	Description	Compliance			
		Complies	Does Not Comply	N/A	See Discussion
4.3.2	Work with large employers to provide rideshare programs			X	
4.3.3	Consider expanding employee programs promoting transit use			X	
4.3.4	Provide awards for employee use of alternative commute options	X			
4.3.5	Encourage new employers of 50+ to provide subsidized transit passes*			X	
4.3.7	Provide space for additional park-and-ride lots			X	
4.5.1	Include facilities for employees that promote telecommuting			X	
5.1.2	Install electric vehicle charging equipment			X	
5.2.1	Provide alternative fuels at new refueling stations*			X	
6.1.3	Increase diversion of construction waste*	X			
7.1.1	Reduce potable water use for outdoor landscaping*	X			
7.1.3	Use water meters which track real-time water use*	X			
7.3.2	Meet on-site meter separation requirements in locations with current or future recycled water capabilities*			X	
8.1.3	Establish community gardens and urban farms			X	
9.1.2	Provide outdoor electrical outlets for charging lawn equipment			X	
9.1.3	Install low water use landscapes*	X			
9.2.1	Minimize construction equipment idling time to 5 minutes or less*	X			
9.2.2	Maintain construction equipment per manufacturer's specs*	X			
9.2.3	Limit GHG construction equipment emissions by using electrified equipment or alternative fuels*			X	

**To be in compliance with the CAP, all measures denoted with an asterisk are required in all new development projects unless otherwise specified. If a project cannot meet one or more of the mandatory requirements, substitutions may be made from other measures listed at the discretion of the Community Development Director.*