# Appendix A

Notice of Preparation and Comments

# NOTICE OF PREPARATION
# OF A DRAFT ENVIRONMENTAL IMPACT REPORT

**Date:** February 23, 2024

**To:** Agencies and Interested Parties

**From:** Bianca Dinkler, Project Planner, County of El Dorado

**Subject:** **Notice of Preparation of Draft Environmental Impact Report and Notice of Public Scoping Meeting for the Generations at Green Valley Project (General Plan Amendment GPA22-0001, Rezone Z22-0001, Tentative Subdivision Map TM22-0001, Development Agreement DA24-0001)**

**Review Period:** February 26, 2024 to March 26, 2024

The County of El Dorado (acting as the Lead Agency) is releasing this Notice of Preparation (NOP) on February 26, 2024, for the preparation of an Environmental Impact Report (EIR) for the proposed Generations at Green Valley Project (project) located in unincorporated El Dorado County (County). The NOP initiates the environmental scoping process in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21080.4) and CEQA Guidelines (14 California Code of Regulations (CCR) Section 15082). The purpose of an NOP is to provide sufficient information about the proposed project and its potential environmental effects to allow public agencies, organizations, tribes, and interested members of the public the opportunity to provide a meaningful response related to the scope and content of the EIR, including feasible mitigation measures and project alternatives that should be considered in the EIR (CEQA Guidelines, 14 CCR Section 15082(b)). The proposed project and location are briefly described below.

## PROVIDING COMMENTS

El Dorado County is soliciting written comments from public agencies, organizations, tribes, and individuals regarding the scope and content of the environmental document. Because of time limits mandated by State law, comments should be provided at the earliest possible date, but no later than 5:00 p.m. on March 26, 2024. Please send all comments to:

Bianca Dinkler, Senior Planner
County of El Dorado Planning Department
2850 Fairlane Court, Building C
Placerville, CA 95667
Email: generationsatgreenvalley@edcgov.us

Agencies that are responsible agencies or trustee agencies will need to use the EIR when considering permits or other approvals for the project. Such agencies should provide the name of a contact person, phone number, and email address in their comment. Comments provided by email should include "Generations at Green Valley Project NOP Comment" in the subject line, and the name and physical address of the commenter in the body of the email.

## PROJECT LOCATION

The project site is located in an unincorporated area of El Dorado County (Figure 1). Existing land uses in the project area consist of single-family residences and rural residential areas. The project site encompasses approximately 280 acres located on five current parcels, Assessor's Parcel Numbers (APN) 126-020-001, 126-020-002, 126-020-003, 126-020-004, and 126-150-023. The majority of the site is located south of Green Valley Road, with the exception of northern tip of the site that is north of Green Valley Road (portion of APN 126-150-023). This portion of the project is being removed as part of Boundary Line Adjustment that is being processed under a separate application to the County. The project also includes two proposed access roadway connections to Green Valley Road (C-Drive and A-Drive) that would use existing easements to access Green Valley Road.

## PROJECT DESCRIPTION

The El Dorado County General Plan land use designations for the site are Low Density Residential (LDR), with approximately 1.4 acres designated Open Space (OS) associated with an existing Sacramento Municipal Utility District (SMUD) utility easement. Zoning on the site consists primarily of Residential Estate, Ten-Acre (RE-10), with the SMUD easement zoned as Recreational Facilities, Low Intensity (RF-L). The proposed C-Drive extension area is zoned RE-5, while the proposed A-Drive extension area is zoned RE-10.

The Generations at Green Valley Project proposes to amend the General Plan land use designations to High Density Residential (HDR), Low Density Residential (LDR), and Public Facilities (PF). The project would also rezone the site to Residential, Single-unit (R1), Open Space (OS), Recreational Facilities, High Intensity (RF-H), and Residential Estate, Five-Acre (RE-5) (Figure 2). The proposed development area of the project would be within the General Plan designated El Dorado Hills Community Region boundary.

The project proposes a Tentative Subdivision Map that would subdivide the project site into 379 residential lots, clubhouse lot, park site lot, thirteen landscape lots, nine (9) open space lots, and three (3) lots for project roadways. Age restrictions would apply to 214 of the residential lots in the project. Proposed residential lot sizes would range from 6,000 square feet up to 5.7 acres. Roadway access to the project would be provided through two (2) main connections with Green Valley Road and three (3) emergency access roads connecting to existing roadways along the project's boundary. The project also anticipates constructing improvements and adding additional lanes to segments of Green Valley Road. The proposed park site would be 4.0 acres and would be proposed for dedication to the El Dorado Hills Community Services District (CSD). The design of the park site would be determined by the El Dorado Hills CSD, but may include a baseball diamond, tot lot, parking lot, and a restroom. The clubhouse site would be owned and maintained by the homeowners association (HOA) and may include community building, pool, barbeque facilities, bocci courts, and a pickle ball court. The open space would be owned and maintained by the HOA.

The project is proposing the following offsite transportation improvements as part of compliance with the El Dorado County Transportation and Circulation Element policies TC-Xd, TC-Xe, and TC-Xf:

- Optimize traffic signal coordination on El Dorado Hills Boulevard/Latrobe Road from White Rock Road to Saratoga Way (North).
- Modify traffic signal phasing and hardware for the Silva Valley Parkway and Harvard Way intersection to provide a southbound right-turn overlap.

In addition to these improvements, the project would construct improvements to Green Valley Road at the project proposed access points with C-Drive and A-Drive that would provide left- and right-turn pockets to promote safe traffic flow.

With the exception of proposed onsite wastewater systems for the RE-5 lots and park site, the project would obtain water and wastewater service from El Dorado Irrigation District (EID) and would involve the following offsite water and wastewater improvements that are shown in Figure 3:

Offsite Water Supply Improvements:

- Connection to an existing 8-inch water distribution pipeline within Lima Way on the project's western boundary.
- Construction of a new water distribution pipeline from the project's southern boundary to an existing 10-inch pipeline located in Greenview Drive.
- Construction of a new water distribution pipeline from the project's eastern boundary along Green Valley Road to an existing 12-inch pipeline west of Pleasant Grove Middle School.

Offsite Wastewater Conveyance Improvements:

- Connection to an existing 8-inch gravity wastewater conveyance pipeline within Lima Way on the project's western boundary.
- Upsizing of approximately 1,600 linear feet of existing gravity wastewater pipeline upstream of the Highland Hills Lift Station.
- Construction of approximately 8,500-linear foot force main from the Highland Hills Lift Station to an existing 15-inch gravity wastewater pipeline that flows to the St. Andrews Lift Station.

Other utility improvements for the project would include the following:

- Construction of eight (8) onsite detention/water quality basins,
- Improvement of existing electrical cable facilities and addition of new electrical cable along Sangiovese Drive, Appian Way (new trenching anticipated along Appian Way), and Lima Way; and
- Improvements to the existing electrical facilities along eastern portion of the project site.

In addition to the General Plan Amendment, Rezone, and Tentative Subdivision Map entitlement requests, the project is also requesting that the El Dorado Local Agency Formation Commission (LAFCO) approve the annexations of the site into the following districts:

- El Dorado Hills Fire Department (also known at the El Dorado Hills County Water District/Fire Protection District) for fire protection services,
- El Dorado Hills CSD for parks, recreation, and other community services, and

- EID for water and wastewater services.

## POTENTIAL ENVIRONMENTAL IMPACTS

Pursuant to the CEQA Guidelines, 14 CCR Section 15063(a), the County has determined that an EIR is clearly required for the project and has elected to not prepare an initial study. The County anticipates that the EIR will address the following topic areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Archaeological and Historic Resources
- Biological Resources
- Cultural Resources
- Energy
- Geology, Soils, and Mineral Resources
- Greenhouse Gas Emissions
- Hazards, and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Full documentation of the factual basis for this determination will be provided in the EIR. Unless specific comments are received during the revised NOP public comment period that indicates a potential for the project to result in significant impacts, these topics will not be analyzed further in the EIR.

## ALTERNATIVES

Pursuant to CEQA and Section 15126.6 of the State CEQA Guidelines, the EIR will also analyze a reasonable range of alternatives that would reduce or avoid one or more significant environmental impacts identified in the EIR, and will include an analysis of the comparative environmental impacts of feasible alternatives to the proposed project. Alternatives would include a No Project Alternative, and one or more alternatives to address other significant effects of the proposed project that are identified in the EIR.

**FINDING**

The proposed project may have a significant effect on the environment; therefore, an EIR is required. The purpose of the EIR is to provide information about potentially significant physical environmental impacts of the proposed project, identify possible ways to minimize the potentially significant impacts, and describe and analyze possible alternatives to the project. Publication of a Notice of Preparation, Initial Study, or EIR does not indicate a decision by the County to approve or disapprove a proposed project. However, before making any such decision, the decision makers must review and consider the information contained in the EIR.

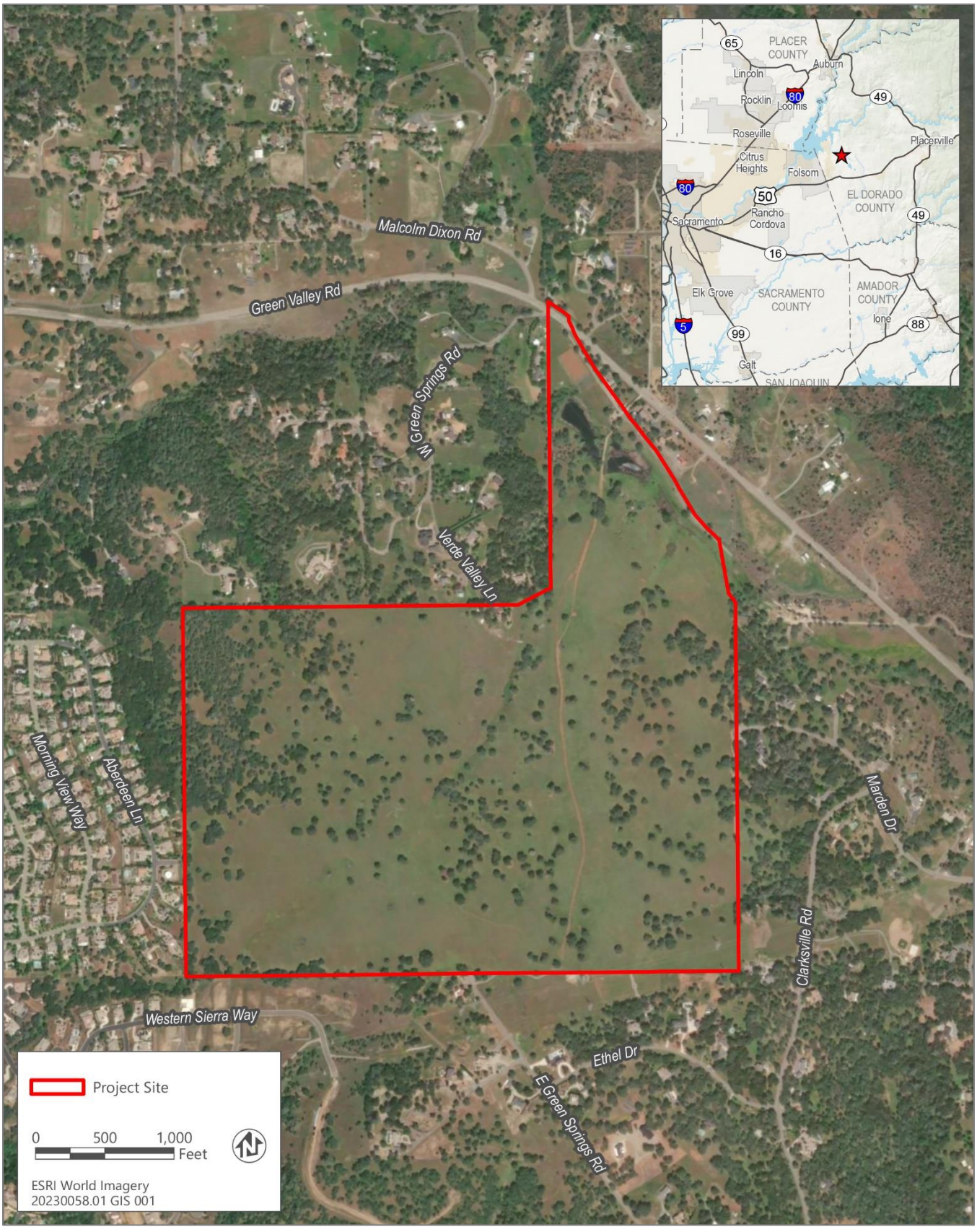
## SCOPING MEETING

El Dorado County will hold a public scoping meeting to receive verbal comments regarding the scope and content of the environmental document and answer general questions regarding the environmental process. The meeting will be held in-person with a remote option via Zoom on Tuesday, March 12, 2024 from 5:30 p.m. to 7:30 p.m. at the El Dorado Hills Fire Station, Station 85, located at 1050 Wilson Boulevard, El Dorado Hills, CA 95762. Here is the Zoom link: https://us06web.zoom.us/j/83062366195

Written comments regarding the scope and content of the environmental document may be submitted throughout the scoping period, which closes at 5:00 p.m. on March 26, 2024.

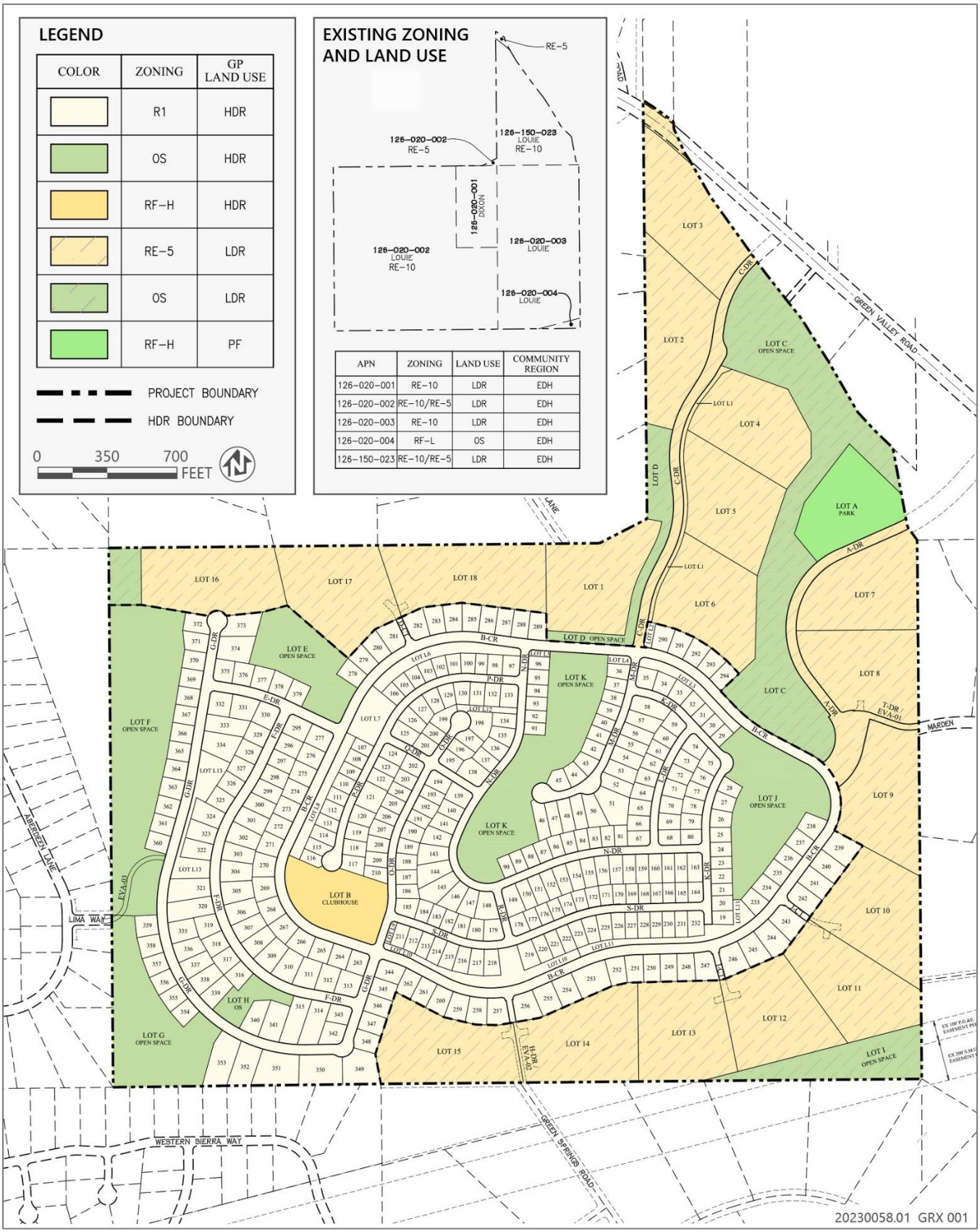
If you work for a responsible or trustee agency, we need to know your agency's views regarding the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project; your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

The County of El Dorado is committed to ensuring that persons with disabilities are provided the resources to participate in its public meetings. If you require accommodation, please contact Planning Services at 530-621-5355 or via e-mail, planning@edcgov.us.



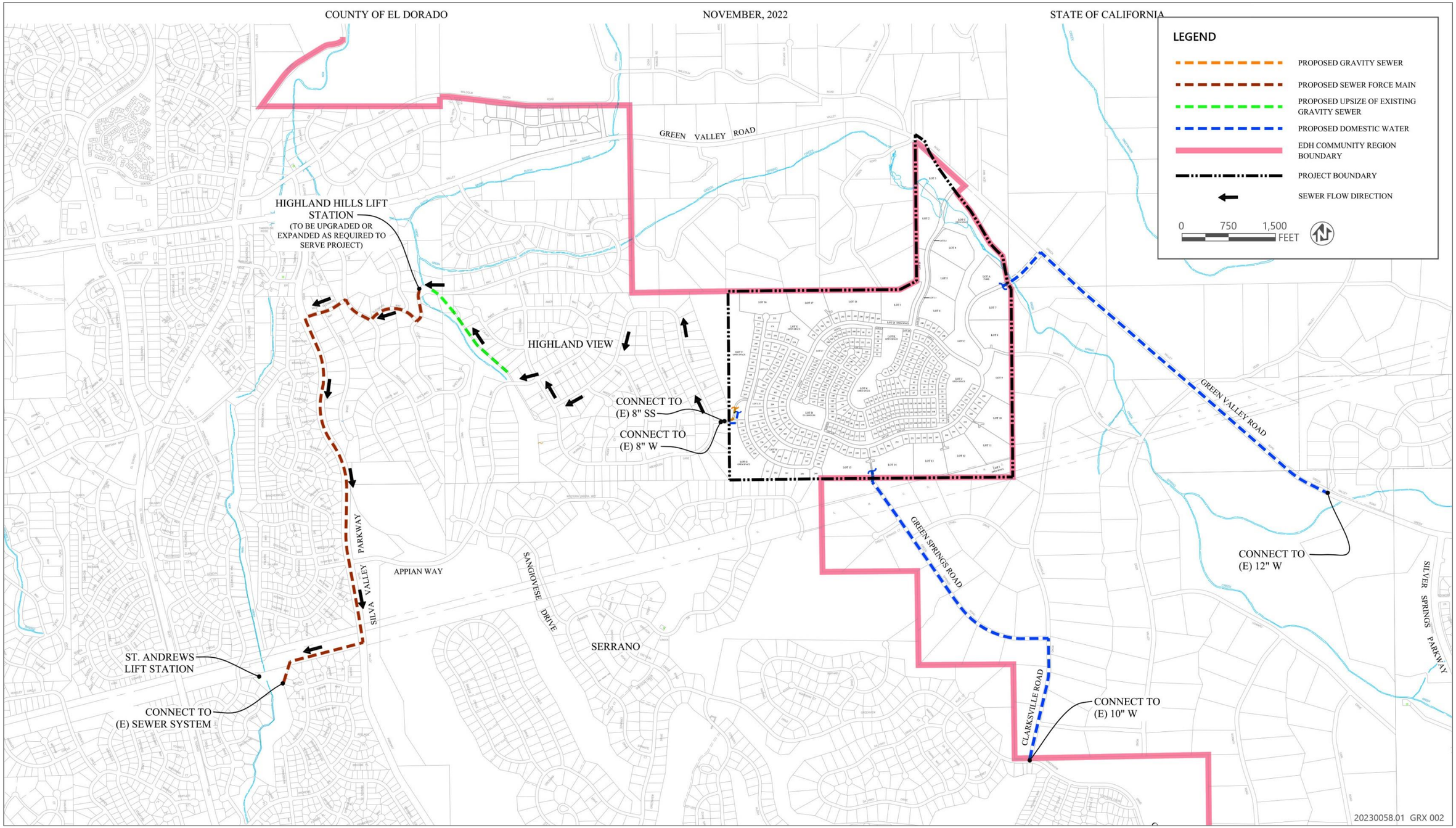

Source: adapted by Ascent in 2023

**Figure 1 Project Location**




Source: Image produced and provided by CTA Engineering and Surveying in 2022

**Figure 2 Proposed Site Plan**




Source: Image produced and provided by CTA Engineering and Surveying in 2022

**Figure 3 Proposed Offsite Water and Wastewater Improvements**

Table A NOP Comment Summary

| Comment/Date | Summary of Comments | Location of Where Environmental Issues Are Addressed in the EIR |
|---|---|---|
| Pacific Gas and Electric Company (PG&E)<br>February 23, 2024 | PG&E provides requirements for natural gas facilities and electric facilities for the project | Section 3.5, "Energy"<br>Section 3.15, "Utilities and Service Systems" |
| Pacific Gas and Electric Company (PG&E)<br>March 7, 2024 | PG&E states that the proposed improvements to not appear to directly interfere with existing PG&E facilities or impact its easements. | Section 3.15, "Utilities and Service Systems" |
| Lori Alireza<br>March 24, 2024 | The commenter requests that necessary studies be conducted to ensure the project would not negatively affect the neighborhood and points specifically to traffic, fire suppression, and utilities infrastructure | Section 3.14, "Transportation"<br>Section 3.17, "Wildfire and Evacuation"<br>Section 3.15, "Utilities and Service Systems" |
| Lori Alireza<br>February 26, 2024 | The commenter asks if the project plans to use Lima Way as an access road, as Lima Way is a fire access road and would be gated and locked | Section 3.17, "Wildfire and Evacuation" |
| Craig Campbell<br>March 24, 2024 | The commenter has the following concerns about the project:<br>▶ Emergency connection via Lima Way and Highland View<br>▶ Traffic circulation regarding Highland View and Lima Way<br>▶ Sewer line, trenching, and inadequate volume of the sewer line to accommodate the project<br>▶ Water, sewer, utilities demand added by new projects using the same utility systems as the commenter<br>▶ Full disclosure of the cost of the project<br>▶ The high density proposed and age restricted (55 and over) regarding life safety specific to traffic along Green Valley Rd<br>▶ Traffic circulation at Appian and Silva Valley Parkway<br>▶ Building housing south of 50 at Scott Road<br>▶ A full engineering study must be completed so as not to rely on assumptions<br>▶ Concrete and paving having a significant impact on stormwater runoff and water quality<br>▶ Density is too high regarding traffic, public safety, water, sewer, wildlife habitat and loss of mature oaks | Section 3.17, "Wildfire and Evacuation"<br>Section 3.14, "Transportation"<br>Section 3.9, "Hydrology and Water Quality"<br>Section 3.4, "Biological Resources"<br>Section 3.10, "Land Use, Planning, Agriculture, and Forestry"<br>Section 3.15, "Utilities and Service Systems" |
| Dave/Susan Comstock<br>March 14, 2024 | The commenters have the following concerns about the project:<br>▶ Pass through traffic using Lima Way as a fire access road<br>▶ Traffic safety risks associated with pass through traffic on Aberdeen Ln and Lima Way<br>▶ Public safety regarding lack of sidewalks and increased use of Aberdeen Ln<br>▶ Steep streets, no sidewalks, and possibility of increased traffic would pose an unacceptable risk to lives of residents | Section 3.14, "Transportation"<br>Section 3.13, "Public Services and Recreation"<br>Section 3.17, "Wildfire and Evacuation" |
| Dan Leeman<br>March 5, 2024 | The commenter asks a clarifying question regarding the traffic section and asks when Green Valley Rd will become four lanes and that the project will significantly impact traffic on Green Valley Rd | Section 3.14, "Transportation" |
| El Dorado Hills Aera Planning Advisory Committee EHD APAC) | The EDH APAC submits the following comments in response to the NOP | Pursuant to State CEQA Guidelines Section 15063(a), the County has determined that an |

| Comment/Date | Summary of Comments | Location of Where Environmental Issues Are Addressed in the EIR |
|---|---|---|
| No Date | ▶ EDH APAC expresses concern over waiving the Initial Study as part of the CEQA process<br>▶ Waiving the Initial Study would not afford the public, responsible agencies, and decision makers the opportunity for transparent analysis and disclosure of significant impacts and cost analysis<br>▶ CEQA requires an Initial Study be done by the lead agency for this level of project<br>▶ Request that the lead agency analyze/disclose why Dixon Ranch was rejected for not achieving financial neutrality resulting in significant cost to County, taxpayers<br>▶ Analyze how the project will differ regarding:<br>■ Onsite/Offsite traffic infrastructure<br>■ Utility and public service infrastructure<br>■ Cost of offsite regional infrastructure<br>■ Right-of-way needs<br>■ Safe traffic circulation<br>■ Incompatibility between the General Plan land use designation, zoning, and proposed zoning and General Plan Amendment<br>■ High density not supported by access requirements along Green Valley; concern regarding geometrics based on California Design Geometrics; emergency vehicle access on Lima and Highland View and pass through traffic<br>■ Costly topography to build in steep terrain<br>■ Subsurface water and springs<br>■ Wildlife corridors and habitat/biological resources eliminated<br>■ Historical/tribal sites lost<br>■ Pedestrian circulation needs on Green Valley Rd<br>■ Water entitlements<br>▶ The omission of the NOP regarding the General Plan Amendment from Agriculture to High Density Residential<br>▶ Utility and roadway rebuild costs and funding<br>▶ Utility infrastructure and alignments<br>▶ Offsite water improvements/offsite improvements<br>▶ Contracts with private roads and subdivisions<br>▶ Construction impacts regarding utilities, outages, noise, emergency vehicles, traffic circulation, wastewater<br>▶ Zone of benefits<br>▶ Traffic circulation/geometrics/infrastructure<br>▶ Fire suppression<br>▶ Drainage,, water supply, groundwater<br>▶ Public services, pedestrian facilities and infrastructure<br>▶ Conditions of approval<br>▶ Emergency evacuation, Emergency and vehicle access at County Rd approaches from Green Valley at entrance C and entrance A<br>▶ Community Region<br>▶ Trustee agencies/responsible agencies | EIR is clearly required for the project and has elected to not prepare an initial study as identified in the NOP.<br>Section 3.3, "Archaeological and Historical Cultural Resources"<br>Section 3.4, "Biological Resources"<br>Section 3.9, "Hydrology and Water Quality"<br>Section 3.10, "Land Use, Planning, Agriculture, and Forestry"<br>Section 3.11, "Noise and Vibration"<br>Section 3.13, "Public Services and Recreation"<br>Section 3.14, "Transportation"<br>Section 3.15, "Utilities and Service Systems"<br>Section 3.16, "Tribal Cultural Resources"<br>Section 3.17, "Wildfire and Evacuation"<br>Chapter 5, "Alternatives" |

| Comment/Date | Summary of Comments | Location of Where Environmental Issues Are Addressed in the EIR |
|---|---|---|
| | ▶ Parcel APN 126-150-023<br>▶ Accident data, design speeds, speed surveys<br>▶ Economic accountability | |
| El Dorado Hills Community Services District (District)<br>March 5, 2024 | The District submits the following comments regarding the project:<br>▶ Parkland dedication and impact fee requirements<br>▶ Parkland dedication and development standards<br>▶ Land suitable for parkland dedication<br>▶ Annexation into the District's Master Community Facilities District | Section 3.13, "Public Services and Recreation" |
| Lieutenant Eric Palmberg<br>El Dorado County Sheriff's Office Support Services Division<br>March 20, 2024 | The commenter states that the El Dorado County Sheriff's Office has no law enforcement concerns related to this project | Section 3.13, "Public Services and Recreation" |
| El Dorado Irrigation District (District)<br>March 22, 2024 | The District provided the necessary offsite water supply improvements and the offsite wastewater conveyance improvements required for the project. | Section 3.15, "Utilities and Service Systems" |
| Jim Wassner<br>County Commission on Aging Housing Subcommittee<br>February 7, 2024 | The commenter expresses the following senior housing needs:<br>▶ Aging in place for multi-generational living<br>▶ Outdoor features to include trails for walking and riding | Comment not associated with the analysis in the EIR |
| El Dorado Hills Fire Department (EDHFD)<br>March 11, 2024 | The EDHFD provided a table that describes a review of the project's application in conformance with EDHFD standards, including conditions of approval that require structural fire protection and suppression services; natural hazard disclosure; and limits to development. In addition, the EDHFS provided requirements for the project to complete prior to the recordation of a parcel/subdivision map | Section 3.13, "Public Services and Recreation" |
| El Dorado Local Agency Formation Commission (LAFCO)<br>March 8, 2024 | LAFCO provided the following requirements for the project:<br>▶ Annexation into the El Dorado Irrigation District<br>▶ Annexation into the El Dorado Hills County Water District<br>▶ Annexation into the El Dorado Hills Community Services District<br>In addition, LAFCO requested that the project description include all annexations and spheres of influence amendments and that the Initial Study include the following analysis:<br>▶ Water supply, pumping, and treatment facilities<br>▶ Water quality/wastewater treatment issues<br>▶ Fire and emergency medical services<br>▶ Parks and recreation services<br>▶ Agricultural and open space<br>▶ Regional housing needs allocation goals | Chapter 2, "Project Description"<br>Section 3.13, "Population and Housing"<br>Section 3.13, "Public Services and Recreation"<br>Section 3.15, "Utilities and Service Systems" |
| El Dorado County Environmental Management Department (EMD)<br>March 8, 2024 | The EMD stated the following concerns and requirements for the project:<br>▶ Annexation and verification of the project into the El Dorado Irrigation District<br>▶ Obtain permits from the EMD to destroy the existing wells on the property | Chapter 2, "Project Description"<br>Section 3.6, "Geology, Soils, and Paleontological Resources"<br>Section 3.15, "Utilities and Service Systems" |

| Comment/Date | Summary of Comments | Location of Where Environmental Issues Are Addressed in the EIR |
|---|---|---|
| | ▶ Alternative means for potable water and sewage disposal if project is not annexed by El Dorado Irrigation District | |
| Greg Gaunt<br>February 28, 2024 | The commenter asked if the proposed water line that may be placed on the street he lives will be accessed by the residents of Green Valley Ranch | Chapter 2, "Project Description"<br>Section 3.17, "Utilities and Service Systems" |
| Justin Hall<br>March 11, 2024 | The commenter expressed the following concerns about the project:<br>▶ Traffic if Lima Way as an emergency access road is not gated and locked<br>▶ Speeding and how this will affect Lima Way (pass through traffic) if not gated and locked<br>▶ If Lima Way is not gated and locked, include an assessment on increased daily traffic, pedestrians (no sidewalks), public safety, noise, road wear/tear | Chapter 2, "Project Description"<br>Section 3.14, "Transportation"<br>Section 3.17, "Wildfire and Evacuation" |
| Teri Harness<br>March 23, 2024 | The commenter has the following concerns<br>▶ The NOP must accompany the Initial Study if there are significant impacts and not waive the Initial Study<br>▶ Lead agency must analyze and disclose why Dixon Ranch was reflected for not achieving financial neutrality<br>The commenter states that the project should identify how it will differ from the Dixon Ranch project regarding:<br>▶ Traffic infrastructure/circulation<br>▶ County studies, including traffic, geology, biological and wildlife, utilities and infrastructure, hydrology and drainage, and cost analysis<br>▶ Fire safety and evacuation routes, emergency vehicle access<br>▶ Asbestos identified<br>▶ Subsurface water, water entitlements<br>▶ Historical and tribal sites lost<br>▶ Pedestrian circulation/safety improvements | Pursuant to State CEQA Guidelines Section 15063(a), the County has determined that an EIR is clearly required for the project and has elected to not prepare an initial study as identified in the NOP.<br>Section 3.14, "Transportation"<br>Section 3.6, "Geology, Soils, and Paleontological Resources"<br>Section 3.4, "Biological Resources"<br>Section 3.15, "Utilities and Service Systems"<br>Section 3.9, "Hydrology and Water Quality"<br>Section 3.17, "Wildfire and Evacuation"<br>Section 3.2, "Air Quality"<br>Section 3.16, "Tribal Cultural Resources"<br>Section 3.3, "Archaeological and Historical Cultural Resources" |
| Matin Hoffman<br>March 5, 2024 | The commenter has concerns regarding:<br>▶ The use of Lima Way if not strictly limited to emergency vehicles and what will be the impact of traffic volume, roadway safety, noise, air quality along the Highland View subdivision<br>▶ The effect of utility work on the Highland View HOA<br>▶ Drainage into Highland View HOA<br>▶ Drinking water supply and temporary stoppage to Highland View HOA<br>▶ Wastewater management and if it will affect Highland View HOA<br>▶ Traffic impacts to emergency services on Lima Way | Chapter 2, "Project Description"<br>Section 3.13, "Public Services and Recreation"<br>Section 3.14, "Transportation"<br>Section 3.11, "Noise and Vibration"<br>Section 3.2, "Air Quality"<br>Section 3.15, "Utilities and Service Systems"<br>Section 3.9, "Hydrology and Water Quality" |

| Comment/Date | Summary of Comments | Location of Where Environmental Issues Are Addressed in the EIR |
|---|---|---|
| | ▶ The effect on wildlife corridor (deer, bobcat, fox, coyote population)<br>▶ The impact to Folsom Lake water quality during construction<br>▶ Effect of fire risk on surrounding homes<br>▶ Impacts to local schools and classroom sizes<br>▶ Air quality construction dust and hazardous airborne particulate materials | Section 3.4, "Biological Resources"<br>Section 3.17, "Wildfire and Evacuation" |
| Martin Hoffman<br>March 12, 2024 | The commenter states that several people are not able to get the zoom link to work for the Scoping Meeting | Not a comment on environmental issues. |
| Michael/Megan Johnson<br>March 10, 2024 | The commenters have identified the following impacts from the project that should be mitigated:<br>▶ The proposed evacuation route<br>▶ The proposed General Plan Amendment and Rezone<br>▶ Traffic impacts on Green Valley Rd<br>▶ Native tree destruction<br>▶ Naturally occurring asbestos | Section 3.17, "Wildfire and Evacuation"<br>Section 3.10, "Land Use, Planning" Agriculture, and Forestry Resources"<br>Section 3.14, "Transportation"<br>Section 3.4, "Biological Resources"<br>Section 3.2, "Air Quality" |
| Larry Keenan<br>March 26, 2024 | The commenter states that it is time to put a halt on future projects until the county deals with the limitations of Green Valley Rd regarding existing speeds, traffic, and accidents, and the county's inaction to reconciling these issues | Section 3.14, "Transportation" |
| Susan McClurg<br>March 24, 2024 | The commenter has the following concerns regarding the project:<br>▶ That there must be an Initial Study included with the NOP<br>▶ Traffic impacts on Green Valley Rd<br>▶ Fire safety<br>▶ Water supply infrastructure | Pursuant to State CEQA Guidelines Section 15063(a), the County has determined that an EIR is clearly required for the project and has elected to not prepare an initial study as identified in the NOP.<br>Section 3.14, "Transportation"<br>Section 3.17, "Wildfire and Evacuation"<br>Section 3.15, "Utilities and Service Systems" |
| Inbal Maoz and Stephen Nation<br>March 7, 2024 | The commenters have the following concerns regarding the project:<br>▶ The county's definition of an emergency access road; is this strictly emergency vehicles or a shortcut for pass through traffic; gated or locked; construction on Appian way may make project construction traffic circulation impacts unacceptable; traffic access through Aberdeen Ln; the impact on Silva Valley Pkwy and Green Valley Rd; impacts to local schools | Section 3.14, "Transportation"<br>Section 3.13, "Public Services and Recreation"<br>Section 3.17, "Wildfire and Evacuation" |
| Ray/Betty Peterson<br>March 24, 2024 | The commenter has the following concerns regarding the project:<br>▶ The need to include an Initial Study with the NOP<br>▶ The need to include a current traffic study to determine impacts on Green Valley Rd<br>▶ How emergency vehicle access will affect evacuation<br>▶ How wildlife will be impacted | Pursuant to State CEQA Guidelines Section 15063(a), the County has determined that an EIR is clearly required for the project and has elected to not prepare an initial study as identified in the NOP. |

| Comment/Date | Summary of Comments | Location of Where Environmental Issues Are Addressed in the EIR |
|---|---|---|
| | ▶ Operational noise impacts to proposed high density residential on surrounding neighborhood<br>▶ Construction noise impacts<br>▶ Lighting (street lighting, park lighting, lighting on lots)<br>▶ Aesthetics and the impact of the view of the proposed development on neighboring properties<br>▶ Utilities, the waterline's construction | Section 3.14, "Transportation"<br>Section 3.17, "Wildfire and Evacuation"<br>Section 3.4, "Biological Resources"<br>Section 3.11, "Noise and Vibration"<br>Section 3.1, "Aesthetics"<br>Section 3.17, "Utilities and Service Systems" |
| Michael La Deaux<br>March 11, 2024 | The commenter has the following concerns regarding the project:<br>▶ The project would be a drain on fire, police, and water<br>▶ How will water be obtained<br>▶ Why is Green Springs Ranch via Clarksville Rd being used?<br>▶ Concerns related to traffic impacts and substance abuse centers<br>▶ What jobs will this add? | Section 3.14, "Transportation"<br>Section 3.13, "Public Services and Recreation"<br>Section 3.17, "Utilities and Service Systems" |
| Bill/Ann Jeppesen<br>March 12, 2024 | The commenters have the following concerns regarding the project:<br>▶ The developer is in business to make a profit with the zone change; they should develop under the current Agriculture zoning<br>▶ Please add asbestos, traffic (emissions and noise), oak trees (heritage), Lima (guarantee that no public access is granted), wildlife habitat, water (cost and availability) | Section 3.2, "Air Quality"<br>Section 3.14, "Transportation"<br>Section 3.11, "Noise and Vibration"<br>Section 3.4, "Biological Resources"<br>Section 3.17, "Wildfire and Evacuation"<br>Section 3.15, "Utilities and Service Systems" |
| Jeremy Wilson<br>March 12, 2024 | The commenter has the following concerns regarding the project:<br>▶ East Green Springs Rd is privately owned as part of Green Springs Ranch and you may not legally dig and run water lines on m road<br>▶ Traffic on Green Valley Rd is already terrible (accidents occur regularly); the project would only make this worse | Section 3.14, "Transportation" |
| Michael Wilson<br>March 12, 2024 | The commenter has the following concerns regarding the project:<br>▶ Traffic on Green Valley Rd<br>▶ How does the county change the density so significantly?<br>▶ Impact on water for the area<br>▶ Impact on schools, fire, police, noise, wildfire | Section 3.14, "Transportation"<br>Section 3.10, "Land Use, Planning, Agriculture, and Forestry Resources:"<br>Section 3.15, "Utilities and Service Systems"<br>Section 3.13, "Public Services and Recreation" |
| Rick Book<br>March 12, 2024 | The commenter has the following concerns regarding the project:<br>▶ Opposition to the project based on the impact it will have on private roads; do the Initial Study, stop bypassing the process | Section 3.14, "Transportation" |
| Ann Roomel<br>March 13, 2024 | The commenter has the following concerns regarding the project:<br>▶ The transportation infrastructure being unable to accommodate 379 new homes<br>▶ Wildfire evacuation during the summer months | Section 3.14, "Transportation"<br>Section 3.17, "Wildfire and Evacuation" |

| Comment/Date | Summary of Comments | Location of Where Environmental Issues Are Addressed in the EIR |
|---|---|---|
| Jennifer Clute<br>March 14, 2024 | The commenter has concerns regarding the increase in traffic, public services emergency response times, water supplies after the project is built, fire risk increasing. | Section 3.14, "Transportation"<br>Section 3.13, "Public Services and Recreation"<br>Section 3.15, "Utilities and Service Systems"<br>Section 3.17, "Wildfire and Evacuation" |
| Judith Spaletta<br>March 22, 2024 | The commenter has concerns regarding the project's impacts on wildfire evacuation. | Section 3.17, "Wildfire and Evacuation" |
| Judith Spaletta<br>March 25, 2024 | The commenter is requesting confirmation that her comment letter was received | Not a comment on environmental issues. |
| Arlene Armes<br>March 12, 2024 | The commenter has the following concerns regarding the project:<br>▶ Incorrect signage identifying the project as the Dixon Ranch Project<br>▶ Wildlife animal impacts to bobcats, mountain lions, freshwater otters, deer, foxes, coyotes, bears, Canadian geese, and others<br>▶ Traffic circulation impacts | Section 3.4, "Biological Resources"<br>Section 3.14, "Transportation" |
| Larry Armes<br>March 12, 2024 | The commenter has the following concerns regarding the project:<br>▶ Traffic impacts, as Green Valley Rd is not designed for high density residential<br>▶ The project would bring an end to wildlife, more cars, more construction noise, more dust and pollution | Section 3.14, "Transportation"<br>Section 3.2, "Air Quality"<br>Section 3.4, "Biological Resources"<br>Section 3.11, "Noise and Vibration" |
| Eric Walder<br>March 26, 2024 | The commenter has the following concerns regarding the project:<br>▶ The county must prepare an Initial Study with the NOP for a project of this size and magnitude<br>▶ Although informational, the NOP and scoping meeting did not disclose the project in sufficient detail to fully understand the complete list of environmental impacts<br>▶ Whether there is a time limit for posting these project notices on the property or roadway<br>▶ Traffic infrastructure improvements<br>▶ Wildlife habitat laws, regulations, and best practices<br>▶ Fire evacuation routes and rate of evacuation details<br>▶ Is Green Valley Rd as the only unimpeded exit sufficient; explain why an unimpeded exit is not required to the south; label fire access roads | Pursuant to State CEQA Guidelines Section 15063(a), the County has determined that an EIR is clearly required for the project and has elected to not prepare an initial study as identified in the NOP.<br>Section 3.17, "Wildfire and Evacuation"<br>Section 3.14, "Transportation"<br>Section 3.4, "Biological Resources" |
| Eric Walder<br>March 26, 2024 | The commenter requests confirmation that the comment letter was received | Not a comment on environmental issues. |
| Ray Rasmussen<br>March 6, 2024 | The commenter has the following concerns regarding the project:<br>▶ Traffic issues<br>▶ Opening Lima Way to general traffic<br>▶ Green Valley Rd between Silva Valley and Francisco Blvd traffic is already bad and the project would make it worse | Section 3.14, "Transportation" |
| El Dorado County | ▶ Overview of requirements for water quality protection. | Section 3.9, "Hydrology and Water Quality" |

| Comment/Date | Summary of Comments | Location of Where Environmental Issues Are Addressed in the EIR |
|---|---|---|
| County of El Dorado Office of County Surveyor<br>March 5, 2024 | The County of El Dorado Office of County Surveyor includes the following comments:<br>▶ A final map package will need to be submitted with this office<br>▶ Survey monuments must be set prior to filing final map<br>▶ Roads serving the project shall be named and filed with the office, as will addressing the project site<br>▶ Prior to filing the final map, a letter will be required from all agencies that have placed conditions on the map and that these conditions have been satisfied<br>▶ All boundary monuments disturbed during construction shall be reset by a professional land surveyor | Not a comment on environmental issues. |
| Aileen/Jeff Tewksbury<br>March 24, 2024 | The commenters have the following concerns regarding the project:<br>▶ The General Plan Amendment and zone change<br>▶ No benefit to community<br>▶ Increased traffic on Green Valley Rd, traffic impacts to Hwy 50, stop lights on Green Valley Rd and Deer Valley<br>▶ Increased road noise, noise pollution<br>▶ Light pollution<br>▶ Air pollution<br>▶ Impact on endangered animal species<br>▶ Watter supply issues, fire hydrant connections, fire gates, disruption of current Creek and proper drainage, El Dorado Irrigation District hook up access<br>▶ Boundary easements<br>▶ Public transportation access<br>▶ Emergency access onto private roads (is this legal?)<br>▶ Landscaping buffer, long-term maintenance of boundaries, fencing<br>▶ Restriction of two-story housing, quality of visual open space, lot configurations, no mention of planned ADU and ADU enforcement | Section 3.10, "Land Use, Planning, Agriculture, and Forestry Resources"<br>Section 3.14, "Transportation"<br>Section 3.1, "Aesthetics"<br>Section 3.2, "Air Quality"<br>Section 3.4, "Biological Resources"<br>Section 3.17, "Utilities and Service Systems"<br>Section 3.9, "Hydrology and Water Quality"<br>Section 3.17, "Wildfire and Evacuation" |
| Dale Gretzinger<br>No Date | The commenter has concerns regarding the traffic noise the project would create concerns over the rezoning from Agriculture to High Density Residential, traffic entry/exit from Loch Way to Green Valley Rd, air quality, water, and fire safety | Section 3.11, "Noise and Vibration"<br>Section 3.10, Land Use, Planning, Agriculture, and Forestry Resources"<br>Section 3.2, "Air Quality"<br>Section 3.15, "Utilities and Service Systems"<br>Section 3.17, "Wildfire and Evacuation" |
| Native American Heritage Commission<br>April 12, 2024 | The comment letter provide guidance on tribal consultation processes under Senate Bill 18 and Assembly Bill 52. | Section 3.16, "Tribal Cultural Resources" |
| California Department of Transportation (Caltrans)<br>May 9, 2024 | The commenter identifies the need for the project to have a vehicle miles traveled analysis and evaluate pedestrian, bicycle, and transit uses. The comment letter also recommends that a queueing analysis of the | Section 3.14, "Transportation" |

| Comment/Date | Summary of Comments | Location of Where Environmental Issues Are Addressed in the EIR |
|---|---|---|
| | Highway 50 interchanges with Bass Lake Road and Silva Valley Parkway be conducted. | |
| Central Valley Regional Water Quality Control Board<br>May 10, 2024 | The commenter identifies water quality and groundwater issues that should be addressed and applicable state regulations involving water resources. | Section 3.9, "Hydrology and Water Quality" |

Pacific Gas and Electric Company

**Plan Review Team**
Land Management

PGEPlanReview@pge.com

February 23, 2024

Bianca Dinkler
County of El Dorado
2850 Fairlane Ct
Placerville, CA 95667

Ref: Gas and Electric Transmission and Distribution

Dear Bianca Dinkler,

Thank you for submitting the GPA22-0001 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.

2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

**Attachment 1 – Gas Facilities**

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line ‘kicker blocks’, storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E’s ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4’) in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

## Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING."**

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Pacific Gas and Electric Company

**Plan Review Team**
Land Management

PGEPlanReview@pge.com

March 7, 2024

Bianca Dinkler
County of El Dorado
2850 Fairlane Ct
Placerville, CA 95667

Re: GPA22-0001
Generations at Green Valley

Dear Bianca Dinkler,

Thank you for providing PG&E the opportunity to review the proposed plans for GPA22-0001 dated 2/22/2024. Our review indicates the proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to the design, we ask that you resubmit the plans to the email address listed below.

If the project requires PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: https://www.pge.com/cco/.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management

| | |
|---|---|
| **From:** | Lori Alireza |
| **To:** | PB-Generations at Green Valley |
| **Cc:** | Hass naturalintentionsinc.com |
| **Subject:** | Enviromental Impact Report |
| **Date:** | Monday, February 26, 2024 5:21:45 PM |

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Hi Bianca,

I am resident of 2885 Aberdeen Lane in EDH. I received the report today in the mail and have a question about the access into our residential neighborhood.

Is this very large subdivision planning on using Lima Way as one of the access roads to almost 400 homes? How many entrances and exits are in the planning?

It was my understanding that Lima Way was going to a fire access road only and would be gated and locked.

Please clarify.

Thank you,

*Lori Alireza*
*916-627-9129*

# SCOPING COMMENT CARD

**EL DORADO COUNTY PLANNING AND BUILDING DEPARTMENT**
**GENERATIONS AT GREEN VALLEY (GPA22-0001, Z22-0001, TM22-0001, DA24-0001)**
**EL DORADO HILLS FIRE STATION 85, 1050 WILSON BOULEVARD, EL DORADO HILLS, CA**
**MARCH 12TH, 2024**

IF YOU WOULD LIKE TO SUBMIT A WRITTEN STATEMENT REGARDING THE SCOPE AND CONTENT OF THE DRAFT EIR, PLEASE COMPLETE THE FOLLOWING INFORMATION AND COMMENT IN THE SPACE PROVIDED BELOW AND DROP IN THE WRITTEN COMMENT BOX. COMMENTS MAY ALSO BE SUBMITTED BY MAIL TO: EL DORADO COUNTY PLANNING AND BUILDING DEPARTMENT, PLANNING DIVISION, 2850 FAIRLANE COURT, PLACERVILLE, CA 95667, OR EMAIL: GENERATIONSATGREENVALLEY@EDCGOV.US

SCOPING COMMENTS MUST ARRIVE BY 5:00PM MARCH 26TH, 2024. PLEASE INCLUDE PROJECT NAME IN SUBJECT LINE: GENERATIONS AT GREEN VALLEY.

Name: RICK BOOK Organization:

Address: 2042 E. GREEN SPRINGS ROAD

Comment: I ADAMATLY OPPOSE THIS PROJECT BASED ON THE IMPACT IT WILL HAVE ON OUR PRIVATE ROADS

DO THE "INITIAL STUDY" STOP BYPASSING THE PROCESS

**California Department of Transportation**

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 821-8401
www.dot.ca.gov

May 9, 2024

GTS# 03-ED-2024-00301
SCH # 2024040463

Ms. Bianca Dinkler
Senior Planner
El Dorado County Planning Services
2850 Fairlane Court
Placerville, CA 95667

**Generations at Green Valley (GPA22-0001, 222-0001, TM22-0001, DA24-0001)**

Dear Ms. Dinkler,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The project site is located in an unincorporated area of El Dorado County. Existing land uses in the project area consist of single-family residences and rural residential areas. The project site encompasses approximately 280 acres located on five current parcels, Assessor's Parcel Numbers (APN) 126-020-001, 126-020-002, 126-020-003, 126-020-004, and 126-150-023., California. A General Plan Amendment GPA22-0001, Zone Change Z22-0001, and Tentative Subdivision Map TM22-0001, to amend the General Plan land use designations from Low Density Residential (LDR), with approximately 1.4 acres designated Open Space associated with an existing Sacramento Municipal Utility District utility easement, to High Density Residential, LDR, and Public Facilities; and a Rezone from Residential Estate, Ten-Acre (RE-10), with the SMUD easement zoned as Recreational Facilities, Low Intensity, the proposed C-Drive extension area is Residential Estate, Five-Acre (RE-5), and the proposed A-Drive extension is RE-10, to Residential, Single-unit (R1), OS, Recreational Facilities, High Intensity , and RE-5; and a Tentative Subdivision Map to subdivide the project site into 379 residential lots, clubhouse lot, park site lot, 13 landscape lots, 9 open space lots, and 3 lots for project roadways. Age restrictions would apply to 214 of the residential lots. Proposed lot sizes would range from 6,000 square feet to 5.7 acres. Roadway access to the project would be provided through 2 main connections with Green Valley Road and 3 emergency

access roads connection to existing roadways along the project's boundary. The proposed development area of the project would be within the El Dorado Hills Community Region boundary. The project includes a Development Agreement DA24-0001. Based on the Notice of Preparation of a Draft Environmental Impact Report package provided, Caltrans has the following requests and recommendations:

**Freeway Operations/ Forecasting & Modeling**

This project requires a VMT-Focused Transportation Impact Study. Multimodal analysis including bike, pedestrian and mass transit must be included in the study. The 379 residential lot subdivision will increase queuing at the US-50/Bass Lake and the US-50/Silva Valley interchanges. Fair share contributions are required to offset traffic impacts.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Satwinder Dhatt, Local Development Review Coordinator, by phone (530) 821-8261 or via email at satwinder.dhatt@dot.ca.gov.

Sincerely,

GARY ARNOLD, Branch Chief
Local Development Review and Complete Streets
Division of Planning, Local Assistance, and Sustainability
California Department of Transportation, District 3

**From:** Craig Campbell
**To:** PB-Generations at Green Valley
**Subject:** Generations At Green Valley
**Date:** Sunday, March 24, 2024 4:10:22 PM

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Scoping Comments

Generations at Green Valley

(GPS22-0001, Z22-0001, TM22-0001, DA24-0001)

March 24, 2024

I am Craig Campbell living at 3094 Aberdeen Lane El Dorado Hills, at the adjoining development of Highland View and I have the following concerns on the size and scope of the proposed development mentioned above.

1) Any emergency vehicle connection proposed at Lima Way at the top of Highland View be permanently blocked with gates for use by emergency vehicles only.

2) Highland view was granted a waiver for both degree of slope (17-18%) and for no need to put in sidewalks. We currently have a significant issue with cars speeding coming down hill which is a significant risk to the people who live and walk in the development and people wanting to pull out of driveways. Any additional traffic could prove fatal to the people who live in the development.

3) The large addition to the sewer line and the trenching required to tie in the line to the transfer station and the damage to the roads and the condition they would be left in.

4) The current construction method of construction of the existing sewer line is not adequate to deal with the new volume based off the huge, proposed size of this development.

5) We are doing an addition to our home and had to jump through hoops to not have to fire sprinkle our entire house to get the small addition approved due to the dramatic drop in water pressure to our home since it was built. The system since it was initially built has had a large number of homes added to it, very concerned about these sorts of issues, be it water, sewer or some other utility affecting our homes with no warning or mitigation being required by the new projects being attached to our current utility systems.

6) There should be a proper study of the huge costs required for this project, sewer, water, traffic, traffic mitigation that does not rely on the voters to hold the planning department and the developer to task to pay the full cost of a project of this impact and scale. We should get a full disclosure of all of the costs including administrative costs and who is paying for them as well.

7) I was involved in the Initial Dixon Ranch protests; this is the same project with a simple name change and very few project changes. Why must the voters rally every time a new project is presented. This is in the rural boundary which with little or no requirement of analysis should be dramatically limited to say maybe 100 homes? Just guessing on that number.

8) Less density would mitigate the huge loss of mature oaks that adds so much to our wildlife habitat and help maintain that rural feel and more closely match all the surrounding development and zoning.

9) High density at this location dramatically impacts the already dangerous Green Valley Road. Putting in some 55 and over housing is political theater, I'm over 55 and I can tell you while caring for my father his driving went downhill with age, everyone's will including my own. Planning to put a more aged population into this area where they must drive for services is a recipe for disaster. While people of all ages will buy these properties, goosing the number to the older range is specifically not helpful or safe to the general population that lives in the area.

10) One traffic mitigation I saw with Dixon and I would expect it is still part of the plan is to put a stop light at the bottom of Appian and Silva Valley Parkway. The back up at the stop sign is minimal at best, mostly when the HS and Middle School are about to be in session or released. The time currently at the stop sign is maybe 30 seconds. A stop light will steal a bit of everyone's life every day that they will never get back simply due to a selfish developer wanting to maximize the number of roofs in a very irresponsible way.

11) I I believe if you asked any voter in El Dorado Hills if they want us to look like the new housing south of 50 at Scott Road in Folsom, it would be a resounding NO. This development as proposed is exactly that. People on El Dorado Hills did not want the golf course developed to the tune of 91%. Keep in mind the golf course was one of the reasons Serrano got approved in the first place, so we should hold developers to their promises, if not a golf course, then certainly it should be open space.

12) Full engineering study must be completed that relies on actual engineering and not assumptions that are possibly flawed and later discovered. These costs for flaws are then passed on to the rate payers due to insufficient and poor assumptions on all of the aspects that are affected by a development of this scale.

13) Transparency is limited from what I saw, there can be no rush to approve a project while the public is not fully informed of it being proposed and its many impacts. I can tell you from walking my development that the vast majority of the residents think this project died with the voting down of the Dixon Ranch development for good cause.

14) My experience with going to meeting concerning Dixon Ranch there are always Traffic Mitigation Fees collected but they have long been spent elsewhere and no money currently exists to actually address the impacts of the project being actually considered, maybe that is due to the concern noted about flawed assumptions on other projects. If there were no flawed assumptions money for the project would be available right?

15) Water, a couple of years of better rain has not made water rights and water availability a concern of the past. Folsom south of 50 is building all of those houses with no certain water supply, EDH would be fighting with that group for water, and Folsom has the numbers to win. Think Southern California and them taking Northern California water, they have the bodies and the votes. I am not going to let my small lawn die because water sources were not secured prior to any sort of approval process for new development.

16) How did this get established as a Community Region surrounded by 10, 5, 1 and ½ acre lots get the highest density zoning without changing zoning and doing a general plan

amendment? The development of this density at that location with its limited access and resources available to that area is seemly criminally negligent.

17) The amount of concrete and paving required to build the proposed project would have a significant impact on stormwater runoff and water quality. Full engineering studies must be made to identify all of the impacts, I would expect flooding will be one of the major impacts as well as less recharging of the ground water for which so many of the surrounding properties rely on for their homes.

18) I have no illusions that this property will be developed someday but it must be developed in a much less impactful way. The density is just too high for the impacts on traffic, public safety, water, sewer, wildlife habitat and loss of mature oaks. Maybe after a complete engineering and CEQA study a maximum number of homes can be established for today and going forward for this location so then the money and time wasted by all parties on this matter can be limited. Development that is poor quality, like this proposed project, will be there to remind everyone in perpetuity should it be approved in its current form of how we need to be more sensitive to creating livable space for everyone. Thoughtful and deliberative fact-based decision making simply works, we should use some of that here in these circumstances.

| | |
|---|---|
| **From:** | Dan |
| **To:** | PB-Generations at Green Valley |
| **Cc:** | Planning Department |
| **Subject:** | GPA22-0001, questions |
| **Date:** | Tuesday, March 5, 2024 9:59:15 AM |

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Good Morning,

Dan Leemann here from Folsom/EDH.

Can you restate the zoom-link for the upcoming meeting on 3/12?
(hard to read in the letter).

Re Traffic on GV road:

Did I read correctly that the traffic section in the proposed project as just providing turn pockets for A and C Drive each?
It mentions save traffic flow, from my own personal experience, depending on daytime, traffic safety is borderline as it is!
Hence the question, when will GV road go 4 lane?

Will the EIR include Traffic analysis in the Transportation Section? IF not, I would like to request it here!
I believe strongly that Traffic on GV road will be **impacted SIGNIFICANTLY**.

Thanks in advance &
Best Regards

Dan

## TM22-0001 Generations at Green Valley March 11, 2024

Jim Wassner <jimwassner@gmail.com>

Tue 2/27/2024 8:28 AM

To:Bianca L. Dinkler <Bianca.Dinkler@edcgov.us>

1 attachments (133 KB)

COA Statement on Senior Housing Needs 08 2022.pdf;

Bianca,

Please include the following Agency comments from the County Commission on Aging.

Generations at Green Valley TM22-0001

This project notes the following:

1.) *Aging in place for multi-generational living is at the heart of this community... Age restrictions would apply to 214 of the 379 residential lots*.

Please note the attached Commission on Aging's Statement on Senior Housing Needs.

2.) *Outdoor features are planned to include meandering trails for walking and riding*.

Pedestrian paths are consistently rated by older adults as the most desired infrastructure feature to have in parks. Walking paths with marked distances provide users with an easy way to exercise. Paths should be wide enough to accommodate visitors who are pushing strollers or using wheelchairs. Public trails in El Dorado County have had issues for both walkers and cyclists due to their lack of width.

Just as it's important for growing children to exercise, it's incredibly important for older men and women to integrate a holistic fitness routine into their daily lives. Senior sports equipment strengthens the motor skills and manual dexterity of the elderly. They offer sensible forms of activity, which also enhances mental well-being. Equipment suitable for 8-year-olds and 60-year-olds, will be suitable for everyone. Please consider including an adequate amount of senior sports equipment and wider walking trails in the "meandering trails" you are planning.

Thank you in advance for your consideration,

Jim Wassner

County Commission on Aging

Housing Subcommittee

# *El Dorado County Commission on Aging Statement on Senior Housing Needs*

The EDC Commission on Aging is aware of the significant shortage of homes, both suitable and available, to our aging population. Ideally, mixed modes of housing-situations should bring a variety of options to Seniors to suit a variety of needs, preferences and incomes. Demographics will support an increased number of smaller and physically accessible modes of housing indefinitely.

Because of the intensity of the current shortage, we feel it is important to advocate for this category of homes as new housing proposals come on line in El Dorado County.

## *Criteria for Aging-friendly housing:*

### *Land planning and parcel sizes*

- *Modest sized lots ( 4,000 sq. ft to 8,000)*
- *800 to 1500 sq. ft. homes*
- *Minimal slopes eliminating need for exterior stairs*
- *Inclusionary-style planning (variety of SFR with duplex, triplex and 4 plexes)*
- *Accessible neighborhood walkways*
- *Guest parking pockets*
- *Not age-restricted*

### *Home size and configurations*

- *Single story*
- *Wider hallways*
- *Grab-bars included in bathrooms*
- *No interior steps ("sunken" levels)*
- *Garages at same level as home*
- *36" doors throughout*
- *Zero threshold front door.*
- *ADA size bathroom with roll-in shower and grab bars.*

Although the criteria listed above are ideal for the needs of our large and growing number of Seniors, these features are suitable and desirable for all age categories and would contribute to stable, healthy neighborhoods of the future.

- *For further information about the El Dorado County Commission on Aging Housing Subcommittee, contact:*

**Area Agency on Aging, Placerville Health and Human Services**
937 Spring Street, Placerville, CA 95667
Phone: (530) 621-6150

El Dorado County Commission on Aging
advocates for seniors present and future

March 5, 2024

THE HEART OF
EL DORADO HILLS
A COMMUNITY SERVICES DISTRICT

Bianca Dinkler, County Planner
bianca.dinkler@edcgov.us
El Dorado County Planning and Building Department
Planning Division
2850 Fairlane Court, Building C
Placerville, CA 95667

RE: **GPA22-0001, TM22-0001, DA24-0001, Z22-0001 – GENERATIONS AT GREEN VALLEY***(Green Valley Road Benefits, LLC, c/o TTLC Management Inc./Jenny Louie Helm, Wayland H. Louie and Jen Lynn Louie, Successor Trustee of the Fay Louie 2001 Living Trust; Kimberly Dixon, Amanda R., and Robert N. Pena)*

The El Dorado Hills Community Services District ("District") appreciates this opportunity to respond to the request to review and comment on the above referenced project. The District has reviewed the information provided involving the applicant's request for a General Plan Amendment, Zone Change, and Tentative Subdivision Map. Below are the District's comments and conditions to be addressed in the project.

## PER PROJECT APPLICATION

The Generations at Green Valley project proposes a General Plan Amendment, Zone Change, and Tentative Subdivision Map to amend the General Plan land use designations from Low Density Residential (LDR), with approximately 1.4 acres designated Open Space (OS) associated with an existing Sacramento Municipal Utility District (SMUD) utility easement, to High Density Residential (HDR), LDR, and Public Facilities (PF); and a Rezone from Residential Estate, Ten-Acre (RE-10), with the SMUD easement zoned as Recreational Facilities, Low Intensity (RF-L), the proposed C-Drive extension area is Residential Estate, Five-Acre (RE-5), and the proposed A-Drive extension is RE-10, to Residential, Single-unit (R1), OS, Recreational Facilities, High Intensity (RF-H), and RE-5; and a Tentative Subdivision Map to subdivide the project site into 379 residential lots, clubhouse lot, park site lot, thirteen (13) landscape lots, nine (9) open space lots, and three (3) lots for project roadways. Age restrictions would apply to 214 of the residential lots. The property, identified by Assessor's Parcel Number 126-020-001, 126-020-002, 126-020-003, 126-020-004, 126-150-023, consists of 280.70 acres, and is located on the south side of Green Valley Road approximately 100 feet southeast of the intersection with Malcom Dixon Road.

## PARKLAND DEDICATION & IMPACT FEE REQUIREMENTS

<u>El Dorado Hills District Policy 6110.10</u>
Per District Policy 6110.10, all subdividers of land within the District's jurisdiction shall dedicate park land suitable for active recreation use, or pay fees in lieu thereof (Quimby), or by District Board authorization, follow a combination of these alternatives.

Application of all Parkland Dedication requirements shall follow the El Dorado County Subdivision Ordinance and be consistent with the project.

The District's policies below provide the requirements for project development related to parkland dedication formulas and in-lieu options, as well as details regarding land **suitable** for acceptable parklands dedication:

## PARKLAND DEDICATION AND DEVELOPMENT STANDARDS

El Dorado Hills District Policy 6110.10
Park dedication amounts shall be determined as a result of a calculation based on the legislated rate of 5 acres per 1000 population project yield. The population is calculated at the rate of 3.3 persons for single family subdivisions and 2.1 for multi-family subdivisions on a per dwelling unit basis.

El Dorado Hills District Policy 6110.20
As an alternative to parkland dedication, where Quimby fees are paid in lieu of land dedication; the sum owed shall be determined by District staff by consulting with the County Assessor's Office, County Planning Department and/or an approved private appraiser, as authorized by ordinance.

El Dorado Hills District Policy 6110.30 and 6110.40
The amount of park land to be dedicated shall be calculated on the basis of the subdivision's dwelling unit yield as determined from the approved tentative map or the final map should the yield increase. Also, per District Policy 6110.40, staff shall inspect and evaluate all proposed park land dedications to determine the suitability of the subdivider's offering. **The District will confer jointly with the County to determine the amount of park land to be dedicated within the subdivision and its most suitable location. Please refer to District Policy 6110.60 regarding land suitability.**

The proposed tentative subdivision, as identified in the application materials creates 379 single-family dwelling units that yields a population of 1,250 persons. **Using the 5 acres per 1,000 persons formula, the required park land dedication to the EDHCSD is 6.25 acres of land.** As currently stated, the project proposes a public park of 4 acres. The applicant can also satisfy this requirement by way of Quimby fees paid in lieu of land dedication. When determining the land to dedicate to the District for parkland dedication, we ask that you review District Policy 6110.60, which references minimum size, topography requirements, easement limitations, park type (village versus neighborhood park), and drainage. The District is excited to work with the applicant on this Parkland Dedication process. Please reach out to me to initiate this process. Any parkland dedication agreements must **receive Board of Director's review and approval** prior to acceptance and processing by the General Manager.

## LAND SUITABLE FOR PARKLAND DEDICATION

El Dorado Hills District Policy 6110.60
Land suitable for dedication as an active recreation site (park land) shall include the following important elements to take into consideration:

1. Minimum desirable park site size is normally three (3) acres for purposes of economical maintenance and procuring adequate land for the development of multi-purpose fields.

2. Active recreational pursuits, such as team field sports, game courts, and activity buildings require predominantly level land, 2% slope. Land with a greater slope, up to 20% of the site, may be acceptable where it has utility for picnicking or other passive recreation activities and when it complements usable park area (2% slope) or when it appears consistent with uses proposed for a special purpose park site. All parks improved for active recreation purposes (i.e., ball fields, hard courts, etc.) shall be graded to a maximum 2% slope within areas proposed for such uses.

3. Site shall be free and clear of surface and overhead utility line easements which contain design, maintenance or operation constraints or place the public at unreasonable risk. Where easements unavoidably occur, only those compatible to the intended active recreation development, will be allowed for consideration as an acceptable dedication.

4. A neighborhood park, to the extent practicable, shall be centrally located within its residential service area and easily accessed by pedestrian or light vehicular traffic. Typical amenities include children's play apparatus, hard court, a multi-purpose turfed area and suitable landscaping.

5. Village/area parks shall generally provide recreation facilities needful by a larger community segment. These may be located on more significant transportation routes and shall furnish adequate parking. Ample hard courts, including tennis, larger field areas, group picnic facilities and a larger, more complex play apparatus for children, is customary.

6. Drainage courses, or dedications near or adjacent to hazardous or noxious material's sites are not acceptable. Flood plains are generally not accepted unless the site's potential risks are fully mitigated at the subdivider's risk and expense.

Private parks (neighborhood parks behind development gates) are eligible for a portion of parkland credit per County Subdivision Ordinance and District policy, and are not eligible for park impact fee reduction, as the park impact fee imposed is for public parks, not private parks.

**DISTRICT BOUNDARY**

Currently, the proposed project is outside both the District's boundary and Sphere of Influence (SOI). Considering this proposed development borders the existing service area for the District it is clear the District is best suited to provide Park and Recreation facilities and opportunities, as well as other District services. It is our belief that the County recognizes the importance of providing service to this significant development and that it also recognizes the District is in the best position to provide services. Therefore, annexation into the District's boundary is requested to be required as a Condition of Approval.

**COMMUNITY FACILITIES DISTRICT (CFD)**

Additionally, as a Condition of Approval, prior to the approval of the project's Final Map, annexation into the following Community Facilities Districts (CFDs) is required:

<u>El Dorado Hills Community Services District Master CFD 2019-01</u>

Annexation into the District's Master CFD 2019-01 will satisfy the requirement for participating in the funding of the ongoing maintenance of future parks, trails and pathways, open space, landscaping, lighting and other common or public areas owned/maintained by the District within the District's service boundary. Once the District's boundary is expanded the District will require the developer to expand and annex into CFD 2019-01.

For complete District Policy guidelines, please see Policy Guide Services 6000 – Facility Development on our website at www.eldoradohillscsd.org/about/administration-finance.html

Should you have any questions or comments regarding the concerns expressed in this letter, please contact me at (916) 614-3214.

Best regards,

Jeff Kernen

Jeff Kernen
Principal Planner
El Dorado Hills Community Services District

# EL DORADO HILLS FIRE DEPARTMENT

*"Serving the Communities of El Dorado Hills, Rescue and Latrobe"*

March 11, 2024

Bianca Dinkler Project Planner
El Dorado County Planning Department
2850 Fair Lane
Placerville, CA 95667

**PROJECT: GPA22-0001/Z22-0001, GENERATIONS AT GREEN VALLEY, APN:126-020-001 TO 004 & 126-150-023**

The El Dorado Hills Fire Department (EDHFD) has reviewed the above-referenced project application submittal, hereafter referenced as the "project". Our review of the application is intended to ensure this agency can provide fire and emergency medical services that are consistent with the El Dorado County General Plan, State Fire Safe Regulations, as adopted by El Dorado County, and the California Fire Code as amended locally.

This agency reviewed the application based on the following criteria provided by the applicant:

379 single family residential lots, 1 park lot, 1 clubhouse, 9 open space lots, 13 landscape lots, and 3 road lots.

See Table 1 that describes our review of the application in conformance with these standards.

**Table 1: El Dorado County General Plan Policies Related to Fire Protection**

| Policy | Topic | Standard | Does the Project Comply | | | Comments |
|---|---|---|---|---|---|---|
| | | | Yes | No | N/A | |
| 5.1.2.2 | Fire District Response | Community Region – 8-Minute Response to 80% of Population. | X | | | |
| 5.7.2.1 | Fire Protection | Sufficient emergency water supply, storage, and conveyance facilities for fire protection. Adequate access is provided. | | X | | See comments below |
| 6.2.1 | Defensible Space | Tentative maps shall be conditioned to attain and maintain defensible space. | | X | | Defensible space required |
| 6.2.2 | Limits to Development | Development in areas of moderate, high, and very high | | X | | Fire safe plan required |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | fire hazard areas shall have a WUI Fire Safe Plan. | | | | |
| 6.2.3 | Adequate Fire Protection | The development shall meet uniform fire protection standards. | | X | | See comments below |
| 6.2.4 | Area Wide Fire Management | Reduce fire hazards through cooperative fuel management activities. | | X | | See comments below |

**EDHFD GENERAL CONDITIONS OF APPROVAL SPECIFIC TO THIS PROJECT:**

1. **Structural Fire Protection and Suppression Services:** Consistent with California Code of Regulations Title 14 §1266.01, structural fire protection and suppression services will be available for this project by the El Dorado Hills Fire Department (EDHFD). The project is located within the service boundaries of EDHFD. The nearest staffed fire station to the project location is EDHFD Station No. 84 located at 2180 Francisco Drive, El Dorado Hills, CA 95762 in El Dorado Hills. The average response time to the project site from this fire station is approximately 8 minutes or less to 80% of the population in the area.

2. **Natural Hazard Disclosure:** The project is located in a **HIGH** Fire Hazard Severity Zone within a CAL FIRE Responsibility Area (SRA). The applicant shall provide a Wildfire Hazard Real Estate Disclosure to all future property owners regarding this risk.

3. **Limits to Development:** The project **IS** currently identified in an area of high or very-high wildland fire hazard or in an area identified as a wildland-urban interface (WUI) community within the vicinity of federal land that is a high risk of a wildfire.

**PRIOR TO THE RECORDATION OF PARCEL/SUBDIVISION MAP**

1. **Annexation**. Parcels 126020001, 126020002, 126020003, 126020004, 126150023, and any other parcels of this project located within the El Dorado Hills Fire Department service area or Sphere of Influence within El Dorado County that have not been annexed in this development shall annex into the El Dorado Hills County Water District (El Dorado Hills Fire Department) and pay all fees associated with that annexation. The annexation shall be in accordance with El Dorado LAFCO and the El Dorado Hills County Water District.

2. **Emergency Water Supply:** The project area **IS NOT** currently provided with an adequate means of emergency water supply, storage, or conveyance facilities. Prior to new buildings or structures being placed on one or more of these parcels, the applicant will need to demonstrate that they can meet the required emergency water supply provisions found in Chapter 5 of the California Fire Code, along with local ordinances and standards of EDHFD.

    a. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located along the fire apparatus access roadway. Fire hydrant quantities and locations shall be in accordance with the California Fire Code, as amended locally. The required fire hydrants shall be installed and operational prior to any construction (including foundations).

3. **Roads and Driveways:** Roads and driveways, whether public or private, shall comply with California Code of Regulations (CCR) Title 14 §§ 1270.00 - 1276.04 and California Code of Regulations Title 24 – Part 9 (CFC), Section 503 (Fire Apparatus Access Roads), as amended locally. The required fire access road(s) shall be installed prior to any construction (including foundations).

   **A minimum of 2 access/egress points shall be provided to the project. Access points shall be placed a distance apart equal to not less than one half the overall diagonal dimension of the area(s) to be served. Access/Egress point at Green Springs Road shall provide the required second access/egress, unless another location is deemed appropriate and is approved by the Fire Code Official. Separation of access points at Green Valley Road is not compliant.**

   **a.** Fire access roadways shall be of not less than 20 feet of unobstructed width, 15 feet of vertical clearance, and minimum turning radii of 40 feet inside and 56 feet outside dimensions on the improvement plans. The access roadway shall extend to within 150 feet of all portions of the exterior walls of the first story of any proposed building. **The use of turf-block or Grass-Crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways.**

   **b.** Fire apparatus access roads in excess of 150-feet in length shall be provided an approved fire apparatus turnaround. Fire apparatus turnarounds shall be in accordance with CCR Title 14 and EDHFD Standard B-003. Driveways in excess of 150 feet in length shall be provided with an approved turnout. Turnouts shall be in accordance with CCR Title 14.

   **c.** Fire access roadways shall be built to bear a minimum of 75,000 pounds and meet County Department of Transportation standards for roadways. A report, prepared by a registered geotechnical or California-licensed Civil engineer, verifying the ability of the road to bear the required minimum weight, shall be submitted with any plan indicating the construction of the roadway. Verification of constructed roadway shall be provided by a registered geotechnical or California-licensed Civil engineer prior to the final of the project.

   **d.** Where a bridge or elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17.

   **e.** Traffic calming measures along fire access roads are prohibited unless approved by EDHFD.

   **f.** Gates or barriers across fire access roads or pedestrian egress shall be approved prior to installation and shall be in accordance with the California Fire Code and EDHFD Standards.

   **g.** When a road is required, it shall be named in accordance with the requirements identified by the County of El Dorado Surveyors Office. An approved street sign shall be placed at the entrance to the road.

   **h.** Fire Lane identification shall be provided along required fire access roadways. Fire Lane identification shall be in accordance with the California Vehicle Code and EDHFD Standards. Vehicle parking is prohibited on any street less than 30 feet in width. Vehicle parking is permitted on both sides of streets 40 feet or more in width. Roadway widths shall be measured between the gutter line or edge of pavement on opposite sides of the road. Identification of fire apparatus access roadways may be required on private roads.

i. All essential road and driveway improvements shall be complete and meet all of the requirements of CCR Title 14 and the California Fire Code prior to the approval of the final map for the project.

4. **Road Maintenance Agreement:** Provide Fire Access Roadway Maintenance Agreement (RMA), Road Association, or Zone of Benefit between all parcels connected to and served by a fire access roadway and/or driveway serving more than one parcel. The Fire Access Roadway Maintenance Agreement, Road Association, or Zone of Benefit shall be recorded with the El Dorado County Recorder's Office. The roadway maintenance agreement, Road Association, or Zone of Benefit shall include the following:

   a) Provisions for the necessary repair and maintenance of the roadway surface
   b) Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of fifteen feet (15') or width of twenty feet (20')
   c) Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
   d) Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems.

5. **Fire Protection Plan (Fire Safe Plan):** A preliminary fire protection plan shall be prepared to determine the acceptability of fire protection and life safety measures designed to mitigate wildfire hazards. The wildfire protection plan shall be in accordance with Chapter 49 of the California Fire Code and EDHFD standards. The applicant shall record a Notice of Restriction (NOR) that states that all lots illustrated in the final map shall adhere to the conditions of the applicable fire safe plan. The specific language of the NOR shall be approved by EDHFD prior to recordation.

6. **Community Facilities District:** In order to maintain certain services provided by the Department, which are impacted by the proposed development, including, but not limited to, fire protection and suppression, ambulance response services, emergency response services, administrative fees of the Department, and any other services permitted under the Mello-Roos Community Facilities Act of 1982, as amended, commencing with Section 53311 of the Government Code (the "Act"), as well as costs of administration, operating, and reporting, the Developer shall elect and provide for one (1) of three (3) financing options. The Developer can (i) form a new Community Facilities District ("CFD") subject to the review and approval of the Department, (ii) make a deposit and annex into any existing and approved Department CFD, or (iii) make a lump-sum payment for the present value of an annuity authorized by the Department. If the Developer chooses to create a new CFD or annex into an existing El Dorado Hills Fire Department CFD, the creation of the new CFD or the annexation into the existing El Dorado Hills Fire Department CFD shall be completed concurrently with final approval, as determined jointly by the Department and the County, of all land use entitlements requested by the landowner/applicant/developer.

**PRIOR TO THE ISSUANCE OF THE FINAL BUILDING PERMIT**

1. **Fire Protection Plan (Fire Safe Plan):** A final fire protection plan shall be prepared to determine the acceptability of fire protection and life safety measures designed to mitigate wildfire hazards. The wildfire protection plan shall be in accordance with Chapter 49 of the California Fire Code and EDHFD standards.

2. **Plan submittal (residential).** The applicant shall meet the following: Civil Site Plans and New Residential Building Plans shall be submitted and approved prior to Final Building Permit being issued. Fire Sprinkler plans shall be submitted prior to Final Building Permit being issued. Please note: EDHFD **does not** allow deferred submittals for Fire Sprinkler plans.

3. **Plan submittal (commercial).** The applicant shall meet the following: Civil Site Plans and Architectural Plans shall be submitted and approved prior to Final Building Permit being issued. Fire Sprinkler and Fire Alarm plans shall be submitted prior to Final Building Permit being issued. Please note: EDHFD **does not** allow deferred submittals for Fire Sprinkler or Fire Alarm plans.

4. **Roof Coverings:** Residential roof coverings shall consist of materials having a minimum Class A rating.

5. **New Buildings and Structures:** New buildings and structures placed on a parcel shall comply with all applicable fire safety regulations found in the California Code of Regulations Titles 14, 19, 24, and EDHFD ordinances and regulations.

   a. All parcels shall provide a minimum thirty (30) foot setback for all buildings from all property lines and/or the center of a road in accordance with California Code of Regulations Title 14 – Section 1276 (Setback for Structure Defensible Space).

   b. Residential structures, due to topography or parcel dimensions, that encroach the (30) foot setback shall be constructed to meet Insurance Institute for Business Home & Safety (IBHS) Wildfire Prepared Home certification.

6. **Open Space Fencing:** Lots that abut open space shall be required to utilize non-combustible type fencing abutting the open space.

**PRIOR TO GRANTING FINAL OCCUPANCY**

1. **Address (commercial).** All parcels shall be provided with an approved address number as issued by the County Surveyors Office. Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than eight (8) inches and shall be internally illuminated or mounted immediately adjacent to a light source and shall also contrast with their background.

2. **Address (residential).** All parcels shall be provided with an approved address number as issued by the County Surveyors Office. Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than four (4) inches. Address shall be internally illuminated or mounted immediately adjacent to a light source and shall also contrast with their background. When a residential building is located more than 150-feet from the provided road serving the residence, an address sign shall be placed at the driveway entrance onto the parcel. Remote address numbers shall be reflective and contrasting in color to the sign background, and with a number height of not less than four (4) inches and with a stroke width of 1/2-inch.

**Applicant:** It is highly recommended that specific requirements for your project be addressed with the Fire District during the planning stage. Specific requirements for bridges, fire hydrants, entry gates, and

access roadways shall be clearly understood and complied with. It is advisable to schedule a design review conference with the Fire District to provide clarification on specific requirements or to enquire about an Alternative Materials & Methods Request.

If this property is sold prior to development, the seller shall disclose the above requirements to the buyer.

EDHFD requirements are not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction. Final acceptance is subject to field approval and completion of required tests.

**EDHFD reserves the right to update the following comments to comply with all current Codes, Standards, Local Ordinances, and Laws with respect to the official documented time of project application and/or building application to the County.** Any omissions and/or errors in respect to this letter, as it relates to the aforementioned codes, regulations, and plans, shall not be valid, and does not constitute a waiver to the responsible party of the project from complying as required with all Codes, Standards, Local Ordinances, and Laws.

Please do not hesitate to contact me at (916) 933-6623, Extension 1021 with any questions pertaining to the content of this review letter.



Chrishana Fields
Fire Marshal

**LOCAL AGENCY FORMATION COMMISSION**
550 Main Street, Suite E. Placerville, CA 95667
(530) 295-2707 · lafco@edlafco.us · www.edlafco.us

**VIA EMAIL**

March 8, 2024

Bianca Dinkler
El Dorado County Planning Services
2850 Fairlane Court
Placerville, CA 95667
bianca.dinkler@edcgov.us

RE: GPA22-0001, TM22-0001, DA24-0001, Z22-0001 – **Generations at Green Valley** (Green Valley Road Benefits, LLC)

Dear Ms. Dinkler,

Thank you for the opportunity to review and provide comments on the Generations at Green Valley Project[1]. LAFCO's State mandated role is to promote orderly growth and development, discourage urban sprawl while preserving open space and agricultural lands, and to encourage efficient service areas for local governments. To that end, LAFCO has reviewed the information relating to this project and would like to comment on the proposed development and necessary future services.

As indicated in the project application package, the proposed project will require essential municipal services from multiple service providers to support the proposed development. These services and their respective providers include water and wastewater, fire protection and emergency services, and park and recreation services. The project will require LAFCO approval for the following changes of organization prior to receiving these services:

- Annexation into the El Dorado Irrigation District (all parcels), consistent with EID's sphere of influence.
- Annexation into the El Dorado Hills County Water District (EDH Fire, all parcels), consistent with EDH Fire's sphere of influence, except for APN 126-020-004 (Tentative Map Lot I – Open Space), which does not appear to be within the sphere of influence of any fire protection provider. EDH Fire's sphere of influence would require amendment to add APN 126-020-004 prior to annexation.

[1] General Plan Amendment, Zone Change, and Tentative Subdivision Map to subdivide the project site into 379 residential lots, clubhouse lot, park site lot, 13 landscape lots, 9 open space lots, and 3 lots for project roadways. Age restrictions would apply to 214 of the residential lots. Proposed lot sizes would range from 6,000 square feet to 5.7 acres. Roadway access to the project would be provided through 2 main connections with Green Valley Road and 3 emergency access roads connection to existing roadways along the project's boundary. The property (APNs 126-020-001, 126-020-002, 126-020-003, 126-020-004, and 126-150-023), consists of 280.70 acres, and is located on the south side of Green Valley Road approximately 100 feet southeast of the intersection with Malcom Dixon Road, in the El Dorado Hills area, Supervisorial District 1.



COMMISSIONERS
Public Member: Bill Wilde • Alternate Public Member: Dawn Hodson
City Members: John Clerici, Tamara Wallace • Alternate City Member: Nicole Gotberg
County Members: John Hidahl, George Turnboo • Alternate County Member: Wendy Thomas
Special District Members: Brian Veerkamp, Timothy J. White • Alternate Special District Member: Michael Saunders
STAFF
Shiva Frentzen, Executive Officer • Erica Sanchez, Assistant Executive Officer
Malathy Subramanian, Commission Counsel

- Annexation into the El Dorado Hills Community Services District (all parcels), consistent with EDHCSD's sphere of influence.

Please include all above actions in the final terms and conditions of approval. LAFCO's approval process would occur after the County's approval process; however, please advise the Applicant to contact LAFCO sooner to schedule a pre-application meeting with staff.

LAFCO will also require an environmental review for the above actions; therefore, it is in the best interest of the Applicant and all parties if one CEQA document is prepared that covers all necessary processes. LAFCO respectfully requests that the project description include all annexations and sphere of influence amendments, and that the Initial Study and subsequent environmental document include robust analysis in the following areas:

**Water Supply, Pumping and Treatment Facilities:** Detailed description and analysis of all existing and planned on-site and off-site water facilities required for this project. Discussion of the potential water supply impacts that may occur as a result of the project, including how much water would be required to adequately serve this project, whether that water is currently projected to be available, the existing infrastructure that will be used to deliver service; the location, size and capacity of existing infrastructure, and how this water requirement will affect the overall water supply for the service area. The same scope of discussion should occur in regards to local pumping and treatment facilities: the location and size of the existing infrastructure of the nearest water treatment facility; existing capacity to serve the proposed project, or whether additional infrastructure will be required for pumping the water to the project site.

**Water Quality / Wastewater Treatment Issues:** Detailed analysis of all existing and planned on-site and off-site sewer facilities required for this project. The same scope of discussion and analysis for water issues should also be included for sewer treatment issues.

**Fire and Emergency Medical Services:** The proposed project's impact on fire and emergency services, adequacy of existing facilities and resources, facility or resource expansions necessary to serve the project, and the financial implications to EDH Fire. Identification of the location(s) of the nearest staffed fire station(s), current staffing levels, and estimated response time to the project area. Detailed analysis of the expected emergency medical service demands from the proposed project, with special attention given to the age-restricted housing component.

**Park and Recreation Services:** The proposed project's impact on parks and recreation services, including a discussion on the impacts on existing facilities and financial implications to the El Dorado Hills CSD. Issues associated with park and recreation services include a description of existing parks (neighborhood and regional) and recreation facilities in the vicinity, expected increases in park demands (service and usage), loss of open space, any new facilities or infrastructure needed to serve future residents of the proposed development, and payment of parkland in-lieu fees or dedication of new parkland.

**Agricultural and Open Space:** Discussion of existing agricultural and open space lands, including any reduction or loss of such lands, proposed measures to preserve open space within the project area or mitigation impacts to open space resources, and trails for public access.

**Regional Housing Needs Allocation Goals:** Identify the income category housing that the proposed development will provide and how that fits into the County's RHNA target goals for housing allocations in the very low, low, moderate, and above moderate-income categories.

Please continue to ensure that LAFCO is on the distribution list for any project notices, hearings, or decisions as this project moves through El Dorado County's development entitlement process. Once again, we thank you for giving LAFCO the opportunity to comment and we look forward to receiving additional materials in the future.

LAFCO staff can be reached at lafco@edlafco.us or (530) 295-2707 with any questions.

Sincerely,

Erica Sanchez
Assistant Executive Officer

cc: Green Valley Road Benefits, LLC
Mike Brink, El Dorado Irrigation District
Chief Maurice "Mo" Johnson, El Dorado Hills Fire
Mark Hornstra, El Dorado Hills Community Services District

# ENVIRONMENTAL MANAGEMENT DEPARTMENT

http://www.edcgov.us/EMD/


**PLACERVILLE OFFICE:**
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5300
(530) 626-7130 Fax

**LAKE TAHOE OFFICE:**
924 B Emerald Bay Road
South Lake Tahoe, CA 96150
(530) 573-3450
(530) 542-3364 Fax


## INTEROFFICE MEMORANDUM

**TO:** **BIANCA DINKLER**, Project Planner
EDC Development Services Division

**FROM:** Environmental Management

**SUBJECT:** TM22-0001 GENERATIONS AT GREEN VALLEY

**DATE:** 3/8/2024

**CC:**

---

Environmental Management Department staff has reviewed the subject application. The following reflects our concerns and requirements:

**Environmental Health (Bryan Vyverberg x5924):**

This project proposes to create 379 residential lots, 1 park, and 1 clubhouse. An existing residence with a septic system and a well will remain, and two other existing wells will be destroyed.

Public water and sewer services are proposed for this project. A facilities improvement letter from the El Dorado Irrigation District stated that the project is not within the District boundary and will require annexation before public water and sewer services can be obtained from them.

Please obtain permits from this Department to destroy the existing wells on the property. Verification of annexation into the service area of the El Dorado Irrigation District will be required as part of this project. Alternative means for potable water and sewage disposal will be required that may impact minimum parcel size if this project cannot be annexed into the EID service area. New parcels that are serviced by a private water well and a septic system have a 5-acre minimum parcel size.

**Hazardous Materials (Mark Moss x6665):**

**Solid Waste Division (Timothy Engle x6587)**

**From:** Gaunt, Gregory
**To:** PB-Generations at Green Valley
**Subject:** Generations at Green Valley
**Date:** Wednesday, February 28, 2024 7:14:28 PM

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Hello,

My name is Greg Gaunt and I'm a resident of Green Springs Ranch. I received your notice of preparations draft today and noticed that a proposed water line may be placed on my street. Are residents of Green Valley Ranch going to have the ability to tap into this water source if/when placed for this new development?

**CONFIDENTIALITY NOTICE:** This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information or may otherwise be protected by law. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message and any attachment thereto.

Justin Hall
4045 Morningview Way
El Dorado Hills, Ca. 95762
916-798-8893
Jclarkhall12@gmail.com

March 11, 2024

Bianca Dinkler, Senior Planner
County of El Dorado Planning Department
2850 Fairlane Court, Building C
Placerville, Ca. 95667
generationsatgreenvalley@edcgov.us

Subject: Generations at Green Valley Project NOP Comment

Ms. Dinkler,

This letter is in response to the Notice of Preparation of an environmental impact report for the proposed "Generations at Green Valley" project. As a resident of the adjacent Highland Hills subdivision I have concerns with regard to the impact specifically on traffic in my neighborhood that this project could cause if the Lima Way emergency access road is not gated and locked. It is my recollection that for the previously planned Dixon Ranch community on this same property, the fire department specifically did not allow for a locked gate between the two neighborhoods.

Speeding is already a concern in Highlight Hills, and without a locked gate at Lima Way our neighborhood will be come a defacto shortcut to Silva Valley allowing Generations residents to bypass the already congested Green Valley Road.

If it is true in this instance that the Lima Way access would not be gated and locked, your environmental impact report should include an assessment of the impact to Highland Hills, including Increased daily traffic, pedestrians (we have no sidewalks), safety of children playing, noise, and road wear/tear.

Thank you for your time and consideration.



Justin Hall

**Martin D. Hoffman, MD, FACSM**
**4114 Morningview Way**
**El Dorado Hills, CA 95762**
**916-790-0554**
**md.hoffmanmd@gmail.com**

March 5, 2024

Bianca Dinkler, Senior Planner
County of El Dorado Planning Department
2850 Fairlane Court, Building C
Placerville, CA 95667
generationsatgreenvalley@edcgov.us

Subject: Generations at Green Valley Project NOP Comment

Dear Ms. Dinkler:

I write in response to the Notice of Preparation for preparation of an Environmental Impact Report for the proposed Generations at Green Valley Project. I write as a homeowner of the Highland View HOA. I am also the HOA Board president. While the timeline provided for response did not allow for an HOA Board meeting to occur prior to the deadline to generate a formal response from the Board, I believe that the concerns evident in this letter will be shared by other Board members and homeowners. You can anticipate a full Board response in the future when appropriate. We would appreciate appropriate notification.

I note that the county is forgoing an Initial Study. I request that the Initial Study be done for the public to have a thorough and complete unbiased presentation of all historically recognized impacts that the proposed project will generate.

Here are issues of concern that I wish to see addressed in your environmental impact report:

1. If use of access at Lima Way is not strictly limited to emergency vehicles, what will be the impact on traffic volume, roadway safety, noise, vehicle exhaust and roadway degradation along the access roads in the Highland View subdivision?
2. What effect and for what duration will utility work have on the roadways in the Highland View HOA?

3. What will be the effect of drainage into the Highland View HOA during and following completion of the project?
4. What will be the effect on drinking water supply, including temporary stoppage of the water supply to the Highland View HOA?
5. What effect will the project have on wastewater management and the need for system upgrades affecting the Highland View subdivision?
6. What will be the impact on roadway volume and safety from emergency vehicle access at Lima Way in the Highland View subdivision?
7. What will be the impact of the completed project on traffic flow along Green Valley and Silva Valley roads?
8. What will be the effect on the wildlife corridor, especially as related to the large deer population and the bobcat, fox and coyote population in the area?
9. What will be the impact on Folsom Lake water quality during construction?
10. What accessibility will nonresidents of the project have to the park within the project that is to be owned and maintained by the CSD?
11. What will be the potential effect on fire risk to surrounding homes during the construction phase of the project?
12. What will be the impact on local schools and classroom sizes?
13. What will be the impact of the project during construction on dust and potentially hazardous airborne particulate material?

Thank you for your attention to address these issues.

Sincerely,



Martin D. Hoffman, MD, FASCM

**From:** Martin Hoffman
**To:** PB-Generations at Green Valley
**Subject:** Zoom Link
**Date:** Tuesday, March 12, 2024 5:39:36 PM

---

Several of us are finding that the zoom link for the meeting does not work.

Martin D. Hoffman, MD

# SCOPING COMMENT CARD

**EL DORADO COUNTY PLANNING AND BUILDING DEPARTMENT**
**GENERATIONS AT GREEN VALLEY (GPA22-0001, Z22-0001, TM22-0001, DA24-0001)**
**EL DORADO HILLS FIRE STATION 85, 1050 WILSON BOULEVARD, EL DORADO HILLS, CA**
**MARCH 12TH, 2024**

IF YOU WOULD LIKE TO SUBMIT A WRITTEN STATEMENT REGARDING THE SCOPE AND CONTENT OF THE DRAFT EIR, PLEASE COMPLETE THE FOLLOWING INFORMATION AND COMMENT IN THE SPACE PROVIDED BELOW AND DROP IN THE WRITTEN COMMENT BOX. COMMENTS MAY ALSO BE SUBMITTED BY MAIL TO: EL DORADO COUNTY PLANNING AND BUILDING DEPARTMENT, PLANNING DIVISION, 2850 FAIRLANE COURT, PLACERVILLE, CA 95667, OR EMAIL: GENERATIONSATGREENVALLEY@EDCGOV.US

SCOPING COMMENTS MUST ARRIVE BY 5:00PM MARCH 26TH, 2024. PLEASE INCLUDE PROJECT NAME IN SUBJECT LINE: GENERATIONS AT GREEN VALLEY.

Name: BILL JEPPESEN Organization: HOME OWNER

Address: 2550 ABERDEEN LANE, EL DORADO HILLS, CA 95762

Comment: THANK YOU FOR THE MEETING AND ATTENTION TO COMMENTS.

THE CURRENT ZONING EXISTS FOR A REASON. THE DEVELOPER IS IN BUSINESS TO MAKE A PROFIT. THEY DO THE MATH. THEIR MISSION, GET THE ZONING CHANGED - SPEND AND MAKE MONEY. ALL OTHER WORDS AND CLAIMS ARE WINDOW DRESSING BY THE DEVELOPER. ALL OTHER ISSUES ARE ABOUT MONEY IF THEY CAN DEVELOP UNDER THE CURRENT ZONING, FINE.

# SCOPING COMMENT CARD

**EL DORADO COUNTY PLANNING AND BUILDING DEPARTMENT**
**GENERATIONS AT GREEN VALLEY (GPA22-0001, Z22-0001, TM22-0001, DA24-0001)**
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SCOPING COMMENTS MUST ARRIVE BY 5:00PM MARCH 26TH, 2024. PLEASE INCLUDE PROJECT NAME IN SUBJECT LINE: GENERATIONS AT GREEN VALLEY.

Name: Ann Jeppesen Organization: community

Address: 2550 Aberdeen Ln

Comment: Enviormental Scoping: Please address the following in repo
- ASBESTOS -
- TRAFFIC - emissions + NOISE
- Oak Trees - Heritage
- Lima - Guaranteed that NO public Access be granted
- W. Id Life Habitat
- WATER - COST + Availability

Date: March 10, 2024

To: Bianca Dinkler, Senior Planner

County of El Dorado Planning Department

2850 Fairlane Court, Building C

Placerville, CA. 95667

generationsatgreenvalley@edcgov.us

From: Michael and Megan Johnson

2857 Aberdeen Lane

El Dorado Hills, CA. 95762

Subject: Comments on the Generations at Green Valley proposed General Plan amendment, rezone and project Notice of Potential environmental impact (GPA22-0001, Rezone Z22-0001, and Tentative Subdivision Map TM22-00001). We are homeowners who live on Aberdeen Lane in the Highland View subdivision adjacent to the proposed project site. We have identified a number of environmental impacts from the proposed project that should be fully mitigated.

**Proposed Evacuation Route**

The proposed project includes an evacuation road that connects to Lima Way, a residential street, in the Highland View subdivision near our home. We purchased our home in this neighborhood in part because of the little traffic and less dense housing development that accentuates the natural surroundings. The proposed evacuation road has the potential to negatively impact the Highland View neighborhood if not fully gated to prevent non-emergency vehicle traffic and pedestrian access. Mitigation should include a full height and width gate that would prevent vehicles and pedestrians from entering the Highland View neighborhood except during an emergency situation. This access road should also not be used for construction equipment or material deliveries during construction.

**Proposed General Plan Amendment and Rezone**

We oppose the proposed General Plan amendment and rezone associated with the project. The project location is at the boundary of homes on a minimum of half acre lots transitioning to mini ranchettes of 10 acres. The current land use designation of low density residential and open space are consistent with the transition to rural county lands in the vicinity of the project. The proposal to amend the general Plan to High Density housing is inconsistent with all neighboring areas in this part of El Dorado Hills. In accordance with the current land designations, this project site can support 28 homes. The proposed project is looking to build 350+- residences. This represents a 1,250% increase in home density from the current zoning. The proposed density of development is inconsistent with the General Plan and

character of the surrounding area. Many residents living in this area chose the location because of rural feel of this part of El Dorado County. **The proposed General Plan Change and rezone should not be approved**. Development should occur within existing land use designations.

**Traffic Impacts on Green Valley Road**

Traffic on Green Valley Road is already at unacceptable levels of service. The traffic impacts from the proposed project on Green Valley Road will further degrade the safe flow of traffic in the area and will cause significant delays during peak hour traffic. The proposal includes the suggestion that traffic signal synchronization will mitigate the traffic impacts. This is laughable. Any project on this site should require the construction of a second lane on Green Valley Road from the project site to Francisco Boulevard in both directions. Additionally, a new traffic signal should be installed at Loch Way. Severe crashes have already occurred as cars attempting to enter Green Valley Road from Loch Way have been hit. If Green Valley Road were widened to two lanes in each direction and a signal installed at Loch Way, the traffic impacts would be mitigated for the proposed project.

**Native Tree Destruction**

The proposed subdivision map is situated on the lot in a way to cause the unnecessary take of a stand of native oak trees in the Northwest quadrant of the project site. The proposed housing density is already too dense and the trees could be saved by eliminating residential lots 360-370 adjacent to "G" Dr. and lots 16, 17. CEQA Guidelines call for environmental impacts to be minimized. Eliminating the identified lots will save the native trees.

**Naturally Occurring Asbestos**

The proposed project site is known to contain naturally occurring asbestos. Any construction on these parcels should require airborne asbestos monitoring during construction and a mitigation plan to prevent the disturbed asbestos from becoming airborne.

Thank you for the opportunity to comment of the proposed project. This proposal is simply trying to build too many homes on the project site and is inconsistent with the General Plan and character of the surrounding area. A proposal that significantly reduces the density of housing to existing land use designations, mitigates for the identified negative impacts and makes changes to better protect the natural environment would be more favorable to the current proposal.

Date: March 10, 2024

To: Bianca Dinkler, Senior Planner

County of El Dorado Planning Department

2850 Fairlane Court, Building C

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MARCH 11, 2024

BIANCA DINKLER, SENIOR PLANNER, EL DORADO COUNTY RE: GENERATIONS @GREEN VALLEY GPA22-001, REZONE Z22-001, TM22-001 FOR PUBLIC COMMENT

WHY A GENERAL PLAN, MEASURE Y WAS PASSED BY THE VOTERS

WHY THE NAME CHANGE FROM DIXON RANCH TO GENERATIONS @ GREEN VALLEY, IS IT TO CONFUSE AND DISGUISE?

THIS PROJECT WILL BE A DRAIN ON RESOURCES, FIRE POLICE, AND WATER ETC. HOW WILL THEY OBTAIN WATER? IN LOOKING AT THE SUBMITTED MAP IT SHOWS THEY WILL ACCESS GREEN SPRINGS RANCH VIA CLARKSVILLE ROAD. WHAT GIVES THEM THE RIGHT TO DO THIS?

THE SHERIFF ALREADY STATED THEY CANNOT SUPPORT THE SUBSTANCE ABUSE CENTER SLATED FOR DEER VALLEY ROAD

THE IMPACT ON TRAFFIC WILL BE CONSIDERABLE...WE ALREADY HAVE THE OAKHAVEN AND SUBSTANCE ABUSE CENTERS THAT WILL SUBSTANTIALLY INCREASE TRAFFIC...ALSO THE DEVELOPERS OF OAKHAVEN HAVE BEEN GRANTED A PASS ON INSTALLING A TRAFFIC SIGNAL AT DEER VALLEY AND GREEN VALLEY ROADS....GREEN VALLEY ROAD IS ALL READY DANGEROUS. IN 2010 ONE OF OUR RESIDENTS WAS SERIOUSLY INJURED IN A TRAFFIC ACCIDENT BECAUSE ROAD IMPROVEMENTS WERE NEGLECTED. A YEAR LATER A LEFT TURN LANE WAS INSTALLED TO IMPROVE THE SITUATION. A YEAR TOO LATE FOR THE INJURED PARTY. THE PROPER INFASTRUCTURE SHOULD BE INSTALLED AND NOT GIVEN A PASS ON THE REQUIREMENTS.

THE DEVELOPER HAS DECREASED THE LOTS FROM APPROXIMATELY 605 TO 379. IT SEEMS AS THOUGH THIS IS ALWAYS THE CASE. THEY COME IN WITH NUMBERS THEY KNOW WON'T BE APPROVED BUT SEE IF IT WILL STICK. AND THEN ASK WHAT WILL WORK.

WHAT LOCAL JOBS WILL THIS ADD? GENERALLY THE DEVELOPER USE THEIR OWN STAFF AND EMPLOYEES.

FINALLY, JOE HARN, EL DORADO COUNTY AUDITOR CONTROLLER STATED PREVIOUSLY THAT THIS DEVELOPMENT IS NOT GOOD FOR EL DORADO COUNTY.

WHAT MAKES IT GOOD NOW?

RESPECTFULLY

MICHAEL LA DEAUX

GREEN SPRINGS RANCH HOA PRESIDENT

LADEAUX @ ATT.NET

ATTACHMENT 1. VILLAGE LIFE, QUICK FIX 2. MAP OF PROPOSED DOMESTIC WATER

VILLAGE life

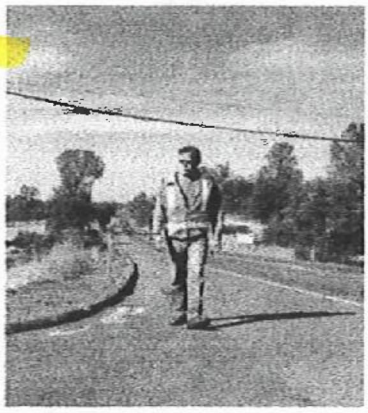
Feature Photos, News

# Dangerous Green Valley Road intersection may get 'quick fix'

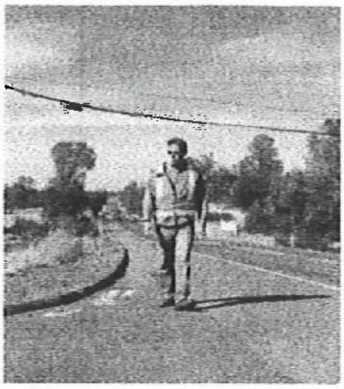
By Mike Roberts

The intersection where Deer Valley Road meets Green Valley Road has gained a dangerous reputation. Green Springs Ranch residents want El Dorado County officials to do something about it.

Last week District 1 Supervisor John Knight and county Department of Transportation Deputy Director Matt Smeltzer began dialogue with concerned residents of the semi-rural development, a community of 107 estate ranchettes that predates its southerly neighbor, Serrano, by a couple decades.



GREEN VALLEY RANCH ENTRANCE — Deputy DOT Director Matt Smeltzer surveys the intersection of Green Valley and Deer Valley Roads, at the entrance to Green Valley Ranch, trying to confirm there'ØØs enough room on the shoulder to squeeze in temporary turn lanes. The "quick fix"ØØ would protect left turners until the promised full-scale intersection improvement, currently planned for 2011. Village Life photo by Mike Roberts



GREEN VALLEY RANCH ENTRANCE – Deputy DOT Director Matt Smeltzer surveys the intersection of Green Valley and Deer Valley Roads, at the entrance to Green Valley Ranch, trying to confirm there'ØØs enough room on the shoulder to squeeze in temporary turn lanes. The "quick fix"ØØ would protect left turners until the promised full-scale intersection improvement, currently planned for 2011. Village Life photo by Mike Roberts

Access to the historic "ranch," as the residents call it, is through a gate on Deer Valley Road along a long straight stretch of Green Valley Road east of El Dorado Hills. A dangerous mix of high speeds and a hill to the east that blocks visibility and hinders acceleration to those exiting east has left residents feeling like they take their lives in their hands every time they leave the ranch.

"You can't see cars coming over the hill," said resident Tony Kopcych, who has made it his mission to get a safe solution after his wife suffered major injuries in the intersection three days after Christmas last year. "When you turn left onto Green Valley Road to go to El Dorado Hills or Folsom, they're on your butt."

While waiting to turn left onto Deer Valley Road, Shirley Kopcych's car was struck at an estimated 50 MPH from behind, forcing it into oncoming traffic, where it was again struck, this time broadside. Four people were injured, the worst being Shirley Kopcych, who was taken by helicopter to Roseville Trauma Center with several broken bones, a concussion, a damaged liver and multiple contusions. Medical bills are approaching a quarter million dollars thus far. The driver who struck her has $100,000 coverage, according to Tony.

A rare passing zone on Green Valley Road complicates matters; it's located directly west of the intersection, encouraging aggressive driving on rural-feeling road, he added. "Some of the people bearing down on us are in the wrong lane, going way over the speed limit."

The posted speed limit is 55 MPH.

After the accident Green Springs Ranch Landowners Association Secretary Ron Keil met with DOT Director Jim Ware and California Highway Patrol officials. He reported to the landowners association in February 2010 that Ware promised a long-planned widening of Green Valley Road in July would include turn lanes in both directions at the intersection but the project was subsequently pushed to 2011 as part of developer funded roadwork required for the

Silver Springs subdivision, which will also include a new, fully signalized intersection at the planned Silver Springs Parkway, east of Pleasant Grove Middle School.

Preliminary DOT statistics gathered by Keil showed 25 accidents and 27 injuries occurring at the intersection from 2001 through 2008.

Kopcych dug into CHP accident records and found that from 2000 to 2010 there were 78 accidents, with 52 injuries within a couple thousand feet of the intersection.

Many accidents were attributed to unsafe speed, improper passing or animals in the road – both deer and turkey are plentiful in the area. Green Springs Ranch residents provided Kopcych anecdotal family evidence of many accidents predating those statistics, including a fatal collision in the mid 1990s.

All of which led to Knight and Smeltzer attending the regular Green Springs Ranch Landowners Association meeting on Nov. 10 to explain the delay in long-promised intersection improvements and discuss a possible interim solution.

Residents, hoping to slow traffic on Green Valley Road, asked if the passing lane could be removed, or the speed limit lowered. Neither is practical, according to Smeltzer and Knight. Knight said he'd ask CHP for heightened enforcement in the area.

Knight assured the polite but concerned audience of about 30 landowners in the Pleasant Grove Middle School library that DOT now has the funding for the intersection improvements, so "It's not if, it's when."

All necessary right of way for the required road widening has been secured, Smeltzer said, adding that the project plans are "nearly final." He described a wider Green Valley Road with 400 feet of turn and deceleration lanes, 8-foot shoulders and bike lanes. The project weighs in at $700,000, he said.

Part of the delay was that the Silver Springs Parkway and Deer Valley Road intersection projects, both funded by the same developer, were combined for economic reasons, Smeltzer explained. The bid package is nearly complete. Construction is targeted for spring.

Smeltzer stopped short of promising that Deer Valley Road intersection improvements would be complete next year, given that two intersections are now included in the project. Because of the unconfirmed timing, he said, interim improvements can be considered.

Smeltzer described a short term fix proposed by retiring DOT Traffic Operations Superintendent Jim Imes that would use the existing shoulders to squeeze in a temporary turn lane. Smeltzer later said enhanced signage might be part of either short or long term safety solutions for the intersection.

Sensing the urgency in the room, Knight promised, "If we can do the quick fix, we'll do it." He committed to report back to the association within two weeks.

## *Green Springs Ranch has fun history*

Green Springs Ranch is one of the oldest documented pioneer settlements in El Dorado County, according to the Rescue Historical Society, which traces the community's roots to Rufus Hitchcock's Green Springs House — an inn and supply stop established in 1848 along the Old Coloma Road, a portion of which is still visible from the entrance.

William Dormody, a successful merchant and native of County Kilkenny, Ireland, purchased the approximately 1,000-acre Green Springs Ranch at auction in 1854 for $6,400. The ranch became a popular respite for travelers and a destination for weddings and other festivities.

In an early example of El Dorado Hills fortitude, the 60-year old Dormody took an 18-year-old bride in 1856 and proceeded to father eight children. Howard Greehalgh purchased the ranch from the Dormody estate in 1956 and subdivided it in 1976, leaving the Green Springs Ranch rural development on one of the largest parcels.

Published November 15, 2010 | Last Modified on March 2, 2011 at 1:47 pm

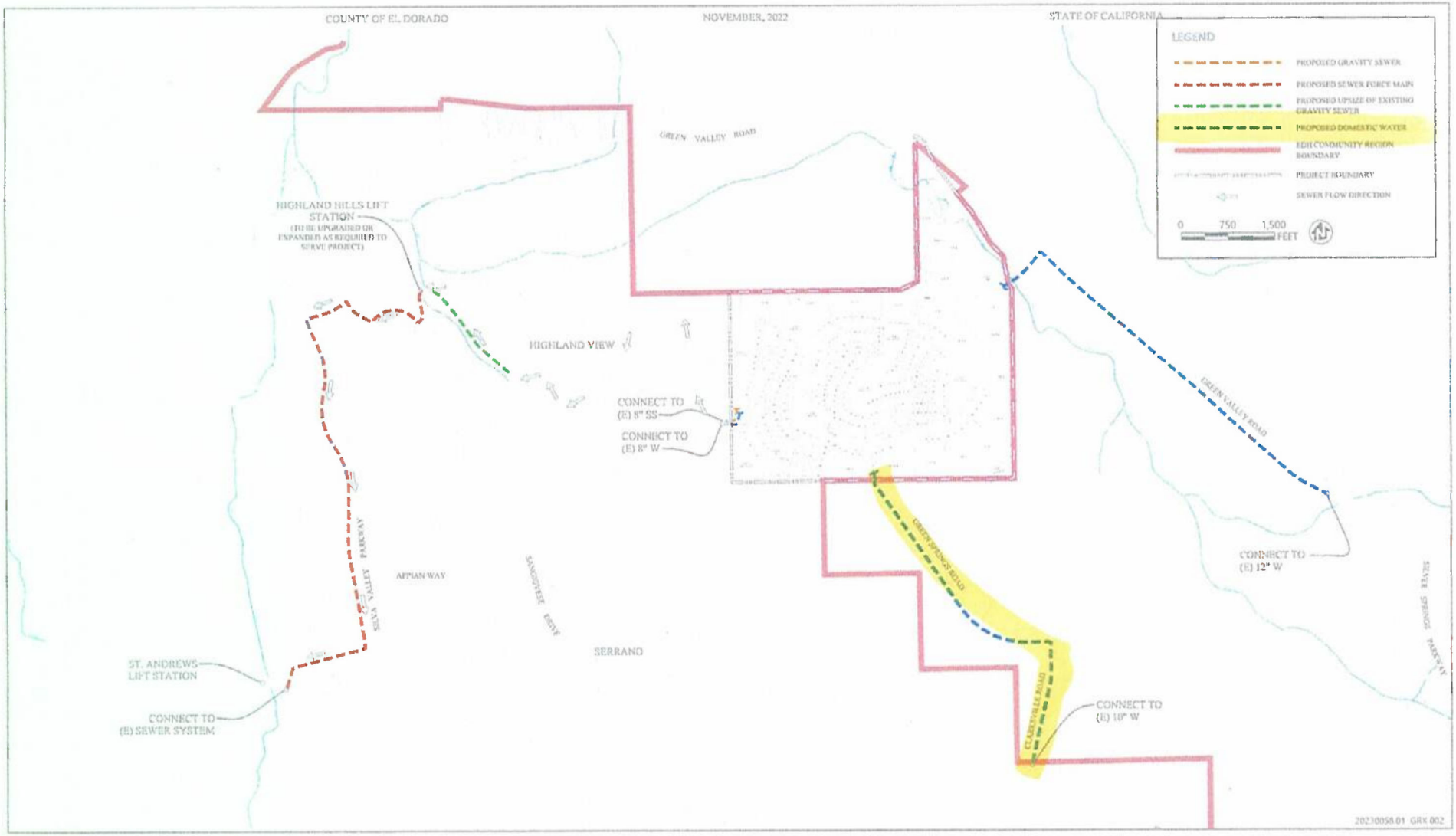
Tags: CHP, Green Valley Road, Jim Ware, printed, road construction

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COUNTY OF EL DORADO
NOVEMBER, 2022
STATE OF CALIFORNIA
LEGEND
PROPOSED GRAVITY SEWER
PROPOSED SEWER FORCE MAIN
PROPOSED UPSIZE OF EXISTING GRAVITY SEWER
PROPOSED DOMESTIC WATER
EDH COMMUNITY REGION BOUNDARY
PROJECT BOUNDARY
SEWER FLOW DIRECTION
0 750 1,500 FEET
GREEN VALLEY ROAD
HIGHLAND HILLS LIFT STATION
(TO BE UPGRADED OR EXPANDED AS REQUIRED TO SERVE PROJECT)
HIGHLAND VIEW
CONNECT TO (E) 8" SS
CONNECT TO (E) 8" W
GREEN SPRINGS ROAD
CONNECT TO (E) 12" W
SILVA VALLEY PARKWAY
APPIAN WAY
SANGIOVESE DRIVE
SERRANO
SILVER SPRINGS PARKWAY
CLARKSVILLE ROAD
CONNECT TO (E) 10" W
ST. ANDREWS LIFT STATION
CONNECT TO (E) SEWER SYSTEM
20230058.01 GRX 002

| | |
|---|---|
| **From:** | Dan |
| **To:** | PB-Generations at Green Valley |
| **Cc:** | Planning Department |
| **Subject:** | GPA22-0001, questions |
| **Date:** | Tuesday, March 5, 2024 9:59:15 AM |

---

Good Morning,

Dan Leemann here from Folsom/EDH.

Can you restate the zoom-link for the upcoming meeting on 3/12?
(hard to read in the letter).

Re Traffic on GV road:

Did I read correctly that the traffic section in the proposed project as just providing turn pockets for A and C Drive each?
It mentions save traffic flow, from my own personal experience, depending on daytime, traffic safety is borderline as it is!
Hence the question, when will GV road go 4 lane?

Will the EIR include Traffic analysis in the Transportation Section? IF not, I would like to request it here!
I believe strongly that Traffic on GV road will be **impacted SIGNIFICANTLY**.

Thanks in advance &
Best Regards

Dan

# NATIVE AMERICAN HERITAGE COMMISSION

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April 12, 2024

Bianca Dinkler
El Dorado County Planning Services
2850 Fairlane Court
Placerville CA 95667

Governor's Office of Planning & Research

Apr 12 2024

STATE CLEARINGHOUSE

**Re: 2024040463, Generations at Green Valley (GPA22-001, Z22-0001, TM22-0001, DA24-0001) Project, El Dorado County**

Dear Ms. Dinkler:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws**.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

**1.** Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

**2.** Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

**3.** Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

**4.** Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

**5.** Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

**6.** Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

**7.** Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

**a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

**b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

**8.** Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

**9.** Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

**10.** Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

**a.** Avoidance and preservation of the resources in place, including, but not limited to:

**i.** Planning and construction to avoid the resources and protect the cultural and natural context.

**ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

**b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

**i.** Protecting the cultural character and integrity of the resource.

**ii.** Protecting the traditional use of the resource.

**iii.** Protecting the confidentiality of the resource.

**c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

**d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).

**e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

**f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

**11.** Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

**a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

**b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

**c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

**b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

**3.** Contact the NAHC for:

**a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

**b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

**4.** Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

**a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

**b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

**c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@NAHC.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

cc: State Clearinghouse

Inbal Maoz & Stephen Nation
2637 Aberdeen Lane
El Dorado Hills, CA 95762
steve.nation74@gmail.com

March 7, 2024

Bianca Dinkler, Senior Planner
County of El Dorado Planning Department
2850 Fairlane Court, Building C
Placerville, CA 95667
generationsatgreenvalley@edcgov.us

Subject: Generations at Green Valley Project NOP Comment

Dear Ms. Dinkler,

Thank you for your letter dated February 23, 2024 regarding the NOP for the EIR for the Generations at Green Valley Project. We live on Aberdeen Lane in the Highland View development to the west of the Generations at Green Valley Project. Our specific concerns about this Project are as follows:

1. The map provided in your letter stated the main entrance for the Project would be from Green Valley Road with 3 Emergency Vehicle Access roads into the Project, one of which is via Lima Way (EVA-03) which connects to Aberdeen Lane.
    a. What is El Dorado County's definition of an emergency access road?
    b. Is this STRICTLY emergency vehicles only or will this become a shortcut for both construction traffic and then Generations at Green Valley Project residents?
    c. If this is STRICTLY for emergency vehicles only, what controls will be put in place to enforce this? Locked barriers? Or just a sign that people may ignore?
    d. There is already significant construction traffic on Appian Way that enters Serrano at Sangiovese Drive – Appian Way is effectively blocked at certain times of the day with construction traffic having to check-in at the Serrano security gate. This occurs with only a very small number of houses being constructed at any one time. If construction traffic heading to the Project were allowed to take Appian Way as well, this would be wholly unacceptable from both a traffic flow perspective as well as becoming an even greater safety issue.
    e. If any traffic (including emergency access) will go through Aberdeen Lane, this is a significant concern because there is already a major problem with cars speeding along this road and not stopping at stop signs. With plenty of small children and owners with pets using this street, we *cannot overemphasize what a major safety concern* additional traffic would be. Please keep in mind that there are NO SIDEWALKS on Aberdeen Lane, and that the steep grade of Aberdeen Lane significant increases the stopping distance for vehicles, especially larger vehicles. The steep grade also impairs

visibility to and from vehicles (especially when small children and pets are around).

2. What will be the impact on both Silva Valley Parkway and Green Valley Road which already have major traffic flow issues during peak times?
    a. What improvements will be made to these roads to deal with the increased traffic?

3. What improvements in terms of facilities and funding will be provided to local schools that will be affected by the Project and what effect will it have on class sizes?

In summary, we are very concerned that existing residential neighborhoods would potentially be impacted by the Project if certain controls are not put in place by the County. The County must ensure that traffic associated with the Project only use main roads to get to the Project and then enter the Project only through the main entrance – short cuts through existing neighborhoods must not be allowed (with the exception of emergency vehicles only, providing this restriction is strictly enforced).

Thank you for the opportunity to provide our feedback.

Best regards,

Inbal Maoz & Stephen Nation

| | |
|---|---|
| **From:** | Nikki Maoz |
| **To:** | PB-Generations at Green Valley |
| **Cc:** | Steve Nation |
| **Subject:** | Generations at Green Valley Project NOP Comment |
| **Date:** | Thursday, March 7, 2024 12:16:06 PM |
| **Attachments:** | Generations at Green Valley Project Feedback.pdf |

Dear Ms. Dinkler,

Thank you for your letter dated February 23, 2024 regarding the NOP for the EIR for the Generations at Green Valley Project. We live on Aberdeen Lane in the Highland View development to the west of the Generations at Green Valley Project. Our specific concerns about this Project are as follows:

1. The map provided in your letter stated the main entrance for the Project would be from Green Valley Road with 3 Emergency Vehicle Access roads into the Project, one of which is via Lima Way (EVA-03) which connects to Aberdeen Lane.
    a. What is El Dorado County's definition of an emergency access road?
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Thank you for the opportunity to provide our feedback.

Best regards,

Inbal Maoz & Stephen Nation

| | |
|---|---|
| **From:** | Ray Rasmussen |
| **To:** | PB-Generations at Green Valley |
| **Cc:** | md.hoffmanmd@gmail.com |
| **Subject:** | Generations at Green Valley Project NOP Comment |
| **Date:** | Wednesday, March 6, 2024 5:06:20 PM |

---

Hello Bianca,

I know the president of our HOA, Martin Hoffman, has sent you a letter with some questions about the proposed project. Please copy me on your answers.

I personally believe that traffic issues will likely be of most concern. With the prior discussions, opening Lima Way to general traffic was a non-starter. That would completely change the nature of our village. Between Silva Valley and Francisco Blvd, Green Valley is already a mess. This would need to be addressed. Adding 214 homes for seniors should make the developers and planners think hard about Green Valley. Going from residential to 55 mph on the current road may not be a good idea.

Look forward to your comments.

Sincerely,

Ray

_____

Ray Rasmussen
rayarasmussen@gmail.com
916-337-4402

3639 Amer Way
Highland View, EDH

10 May 2024

Bianca Dinkler
El Dorado County Planning Services
2850 Fairlane Court
Placerville, CA 95667
*bianca.dinkler@edcgov.us*

**COMMENTS TO REQUEST FOR REVIEW FOR THE GENERATIONS AT GREEN VALLEY (GPA22-0001, 222-0001, TM22-001, DA24-0001) PROJECT SCH#2024040463, EL DORADO COUNTY**

Pursuant to the County of El Dorado's request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the Generations at Green Valley (GPA22-0001, 222-0001, TN22-0001, DA24-0001) Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

## I. Regulatory Setting

### Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has

adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

**Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

## II. Permitting Requirements

**Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention

Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits**[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

**Clean Water Act Section 404 Permit**
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

**Clean Water Act Section 401 Permit – Water Quality Certification**
If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

**Waste Discharge Requirements – Discharges to Waters of the State**

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

**Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

**Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

**NPDES Permit**

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

**Sign In Sheet - Generations at Green Valley (GPA22-0001, Z22-0001, TM22-0001, DA24-0001)**

**NOP Public Scoping Meeting Tuesday, March 12th, 2024 5:30pm-7:30pm**

**El Dorado Hills Fire Department, Station 85**

**To Submit Comments, Please Use Comment Card**

| Name: | Address: | Phone/Email: |
|---|---|---|
| Omar C Neil | 2280 Ethel Dr. | 916 804 8080 |
| MIKE LADEAUX | 2565 CLARKSVILLE | 916 934 4992 |
| LARRY ARMES | 1880 Green Valley Rd | 916-956-7305 |
| ERIC WALDER | 1870 Green Valley Rd | ericwalder@comcast.net |
| Betty Peterson | 1884 Carl Rd. Rescue | bpp stuff@gmail.com |
| Ron & Cathy Keil | 1741 Carl Rd Rescue | RON.keile SBCglobal.net |
| Matt MacKenzie | 2201 Green Valley | 2938267482 |
| Ali & Jeremiah Bailey | 2271 Ethel Dr. Rescue | A.A.BAILEY@ME.com |
| Jeff Kirwan - EDHCSD | 1021 Harvard Way | jkirwan@edhcsd.org |
| Craig Campbell - | 3094 Aberdeen Ln. | 916 320-8321 |
| RICK BOOK | 2042 E. GREEN SPRINGS RD | 916 606 2659 |
| Deborah M & M.J Wilson | 3633 Amer Way | 916-941-7429 |
| Eileen Campbell | 3094 Aberdeen Ln | Cmail@directcw.net |
| Jay Janicki | 1901 Green Valley Rd. | jay.jan@mac.com |
| Britney Janicki | " " | britneykreuzer@gmail.com |
| Aileen Tewksbury | 2030 marden Dr | aitewks@gmail.com |
| Mike Rizzo | 1960 Green Valley Rd | Mikerizzo@me.com |
| John Hidahl | Dist 1 Supervisor | John.Hidahl@edcgov.us |
| Cindy Munt | Dist 1 Asst. | Cindy.Munt@edcgov.us |
| KIRSTEN KLINGHAMMER | 1929 DORMITY RD. ROSEVILLE | KLINGHAM@PACBELL.NET |
| Jeremy Wilson | 2010 E. Green Springs Rd | jwdabomb@hotmail.com |
| BILL & ANN JEPPESEN | 2550 ABERDEEN LN EDH | bill@effective-ppc.com |
| Andy Neri | | |
| JJ LODDE | 2264 COYOTE PASS CT SHING | VJ.IEDISCOVERY.com |
| DAVE COMSTOCK | 2809 ABERDEEN LN EDH | dandscomstock@comcast.net |
| M. Johnson | 2857 Aberdeen LN | MZtimes@Pacbell.net |
| Myra Johnson | " | " |
| Ray Stone | 1960 Green Valley CO. | 480-739-8080 Don't Do it! |
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|---|---|
| **From:** | Judith Spaletta |
| **To:** | PB-Generations at Green Valley |
| **Subject:** | generations at Green Valley |
| **Date:** | Monday, March 25, 2024 12:44:55 PM |
| **Attachments:** | green springs ranch.pdf |

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Ms Dinkler:

I delivered to your office my objections to the above on 3/22/2024.
I want to be sure you received it.  I have been ill with pneumonia and thhis has made everything difficult.

Judith Spaletta
2039 Marden Dr
Rescue Ca 95672

Phone 707 489 4342

## Re: Project for Review & Comment - Generations at Green Valley GPA22-0001,TM22-0001,DA24-0001,Z22-0001

Amy A. Phillips <Amy.Phillips@edcgov.us>
Mon 2/26/2024 2:48 PM
To:Bianca L. Dinkler <Bianca.Dinkler@edcgov.us>

Hi Bianca,

The County is subject to the State of California's Phase II MS4 Permit and thus the County's post construction water quality requirements follow those outlined in that Permit in Section E.12. Projects typically qualify as "Small" or "Regulated/Hydromodification" projects under the MS4 Permit / West Slope Development and Redevelopment Standards and Post Construction Stormwater Plan Requirements if improvements (i.e., roads, parking lots, rooftops, driveways, etc.) create or replace 2,500 sf or more of impervious surface (including offsite improvements). Qualifying projects are required to provide treatment of stormwater prior to the water leaving the site or entering a waterbody. Submittal requirements for all projects are provided here.

An Erosion and Sediment Control Plan will need to be included in the plan submittal. Since the project will disturb over one acre of land, the Legally Responsible Person (LRP) is required to obtain Construction General Permit (CGP) coverage through the State Water Resources Control Board (SWRCB). The CGP requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). CGP requirements can be found at the following link: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html

Thank you,

---

**From:** Planning Department <planning@edcgov.us>
**Sent:** Thursday, February 22, 2024 12:04 PM
**Subject:** Project for Review & Comment - Generations at Green Valley GPA22-0001,TM22-0001,DA24-0001,Z22-0001

Good Morning,

Please find attached REVISED GPA22-0001,TM22-0001,DA24-0001,Z22-0001 - Generation at Green Valley initial consultation for review and comment.
County Planner: Bianca Dinkler Email: bianca.dinkler@edcgov.us
Phone Number: 530-621-5875

Thank you,

**County of El Dorado**
Planning and Building Department (Planning Services)
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5355

Elevate to El Dorado

A Great Place to Live, Work & Play

# COUNTY OF EL DORADO
# OFFICE of COUNTY SURVEYOR

MEMO

**DATE:** March 5, 2024

**TO:** Bianca Dinkler, Project Planner

**FROM:** Justin Cisneros - Phone (530) 621-5320, Justin.cisneros@edcgov.us

**SUBJECT: GPA22-0001,TM22-0001,DA24-0001,Z22-0001 – GENERATIONS AT GREEN VALLEY (Green Valley Road Benefits, LLC, c/o TTLC Management Inc./Jenny Louie Helm, Wayland H. Louie and Jen Lynn Louie, Successor Trustee of the Fay Louie 2001 Living Trust; Kimberly Dixon, Amanda R., and Robert N. Pena):**

---

We have looked over the application and have the following comments.

1) Upon project approval from the Planning Department. A Final Map Package will need to be submitted with the County Surveyor's Office.

2) All survey monuments must be set prior to the filing the Final Map or the developer shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments and the amount of the bond or deposit to be coordinated with the County Surveyors Office prior to the filing of the Final Map.

3) The roads serving the development shall be named by filing a completed Road Name Petition, with the County Surveyor's Office. Proof of any signage required by the Surveyor's Office must be provided prior to filing the Final Map.

4) Situs addressing for the project shall be coordinated with the County Surveyor's Office prior to filing the Final Map.

5) Prior to filing the Final Map, a letter will be required from all agencies that have placed conditions on the map. The letter will state that **"all conditions placed on TMXX-XXX by (that agency) have been satisfied."** The applicant is responsible for providing these letters to the Surveyor's Office.

6) All boundary monuments disturbed during project construction shall be reset by a Professional Land Surveyor or Qualified Engineer as defined by Section 8771 of the California Business and Professions Code (Land Surveyors Act).

# SCOPING COMMENT CARD

**EL DORADO COUNTY PLANNING AND BUILDING DEPARTMENT**
**GENERATIONS AT GREEN VALLEY (GPA22-0001, Z22-0001, TM22-0001, DA24-0001)**
**EL DORADO HILLS FIRE STATION 85, 1050 WILSON BOULEVARD, EL DORADO HILLS, CA**
**MARCH 12TH, 2024**

IF YOU WOULD LIKE TO SUBMIT A WRITTEN STATEMENT REGARDING THE SCOPE AND CONTENT OF THE DRAFT EIR, PLEASE COMPLETE THE FOLLOWING INFORMATION AND COMMENT IN THE SPACE PROVIDED BELOW AND DROP IN THE WRITTEN COMMENT BOX. COMMENTS MAY ALSO BE SUBMITTED BY MAIL TO: EL DORADO COUNTY PLANNING AND BUILDING DEPARTMENT, PLANNING DIVISION, 2850 FAIRLANE COURT, PLACERVILLE, CA 95667, OR EMAIL: GENERATIONSATGREENVALLEY@EDCGOV.US

SCOPING COMMENTS MUST ARRIVE BY 5:00PM MARCH 26TH, 2024. PLEASE INCLUDE PROJECT NAME IN SUBJECT LINE: GENERATIONS AT GREEN VALLEY.

Name: Jeremy Wilson Organization: Local Resident

Address: 2010 E. Green Springs Rd

Comment: (1) E. Green Springs Rd is part of Green Springs Ranch. This is a privately owned community and our roads are privately owned. You may not legally dig + run water lines on my road or in Green Springs Ranch.

(2) Traffic on Green Valley Rd is already terrible. Accidents occur regularly. ~400 additional homes will only make the bad traffic situation worse.

No high density housing!

# SCOPING COMMENT CARD

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SCOPING COMMENTS MUST ARRIVE BY 5:00PM MARCH 26TH, 2024. PLEASE INCLUDE PROJECT NAME IN SUBJECT LINE: GENERATIONS AT GREEN VALLEY.

Name: MICHAEL WILSON Organization: HOME OWNER

Address: 3633 AMER WAY EL DORADO HILLS

Comment: I AM CONCERNED ON TRAFFIC ON GREEN Valley RD . . . ?
HOW DOES THE COUNTY CHANGE THE DENSITY SO SIGNIFICANTLY .
IMPACT ON WATER FOR THE AREA
WHAT IMPACT ON SCHOOLS, FIRE, POLICE, NOICE.
WHY IS THE COUNTY NOT DOING THE STUDY.
IMPACT ON WILDLIFE.

# SCOPING COMMENT CARD

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SCOPING COMMENTS MUST ARRIVE BY 5:00PM MARCH 26TH, 2024. PLEASE INCLUDE PROJECT NAME IN SUBJECT LINE: GENERATIONS AT GREEN VALLEY.

Name: Deborah Wilson Organization: Homeowner Highland View

Address: 3633 Amer Way EDH

Comment: major concerns that need to be studied:

★ TRAFFIC - Already impacted on Green Valley Rd. Access through Highland View would be disastrous for homeowners

★ WATER - impact on water supply both quantity & quality

FIRE - access through Highland View looks like it would be difficult - are more fire fighting equipment & staff to be added to help.

★ Wildlife - displacement and encroachment on homeowners

★ Construction will potentially have extreme negative impacts on homeowners air quality, wildlife and traffic

★ Security & Police - we already have little coverage - will it be impacted or Staffing increased

- ☆ Access to proposed recreation area looks difficult
- ☆ Exit Streets on Green Valley are very close together and close to Mason Division - will this cause more traffic problems than 1 major exit onto Green Valley if the project is approved.
- ☆ Wild fire - will it put adjoining properties adversely - Resources
- ☆ Utilities - especially the impact on potentially increased outages for electric, water, internet & gas.
- ☆ Destruction of natural trees/grasses etc. Effects wildlife as well as air quality.
- ☆ Recreation - planned park/ball park - impact on increased traffic. Where will they park/what is the additional impact.

# SCOPING COMMENT CARD

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**GENERATIONS AT GREEN VALLEY (GPA22-0001, Z22-0001, TM22-0001, DA24-0001)**
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Name: MICHAEL WILSON Organization: HOME OWNER

Address: 3633 AMER WAY EL DORADO HILLS

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IMPACT ON WATER FOR THE AREA
WHAT IMPACT ON SCHOOLS, FIRE, POLICE, NOICE.
WHY IS THE COUNTY NOT DOING THE STUDY.
IMPACT ON WILDLIFE.

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- ☆ Destruction of natural trees/grasses etc. Effects wildlife as well as air quality.
- ☆ Recreation - planned park/ball park - impact on increased traffic. Where will they park/what is the additional impact.

# Appendix B

Air Quality, Energy, and
Greenhouse Gas Modeling Data

# Memo

455 Capitol Mall, Suite 300
Sacramento, CA 95814
916.444.7301

**Date:** May 15, 2024

**To:** Aidan Barry, Green Valley Road Benefits, LLC

**From:** Matthew McFalls & Peter Hoholick, Ascent, Inc.

**Subject:** Construction Health Risk Assessment for the Generations at Green Valley Project

# 1 INTRODUCTION

This health risk assessment (HRA) evaluates the potential health risks associated with construction of the proposed Generations at Green Valley Project (project) at Assessor's Parcel Numbers (APNs) 126-020-001, 126-020-002, 126-020-003, 126-020-004, and 126-150-023 in an unincorporated area of El Dorado County. The focus of this HRA is to evaluate the exposure of nearby residential and school receptors to construction related primarily diesel particulate matter (diesel PM) from diesel-powered equipment and vehicles used during construction and the hauling of materials and emissions of particulate matter ($PM_{10}$). This assessment was conducted in accordance with the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) California Environmental Quality Act (CEQA) guide for *Dispersion Modeling of Construction-Generated PM10 Emissions* (SMAQMD 2013).

This HRA consists of three parts: a toxic air contaminant (TAC) inventory, air dispersion modeling, and risk calculations. This report discusses these three parts, thresholds of significance used, and the results of the HRA.

# 2 INVENTORY OF TOXIC AIR CONTAMINANT EMISSIONS

Construction activities for the Project would include grading and building construction. Construction-related emissions of diesel PM were determined by conducting detailed construction emissions modeling for the project using SMAQMD-recommended California Emissions Estimator Model (CalEEMod), version 2022.1.1.21. CalEEMod default values for equipment parameters (e.g., engine horsepower, number, type per phase) were used. Diesel PM emissions included in the HRA are based on the total $PM_{10}$ exhaust emissions generated within and near the project boundary.

Construction is anticipated to begin in April 2025 and be completed in five years. Construction is assumed to occur 12 hours/day (7 a.m. to 7 p.m.), Monday through Friday.

This HRA includes an evaluation of diesel PM emissions from diesel-powered heavy-duty construction equipment used within the project site, and from diesel trucks used to move materials in and out of the project area. Heavy-duty construction equipment use would occur in areas where grading and new construction would occur within the project boundary. The location of the heavy-duty equipment was based on the locations of each construction phase. Diesel PM emissions generated by heavy duty trucks were modeled along one haul route starting at U.S. Route 50 (US-50), continuing on Bass Lake Road to Silver Springs Parkway and then onto Green Valley Road, and terminating at the project site. This approach is conservative because it assumes all traffic, and associated emissions, going to and from the site would occur on a single route. If actual traffic is split among other roads, resultant emissions would be lower than modeled.

Emissions estimates from construction equipment and truck trips are shown in Attachment A.

# 3 AIR DISPERSION MODELING

## 3.1 APPROACH

To determine health risk and pollutant concentrations at specific locations (i.e., receptors), first, air dispersion modeling was conducted using site-specific parameters (e.g., terrain, meteorological data), and then risk calculations were conducted. Dispersion modeling was conducted using CARB's approved American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee modeling system (AERMOD) Version 12.0.0, with a unit emission rate of 1 gram per second (g/s) for all modeled sources. This approach is used so that resulting ground-level concentrations can be multiplied by actual emission rates for various scenarios (e.g., default model runs, reduced emissions scenario) without running AERMOD multiple times.

Then, using the ground-level concentrations from the AERMOD run at each receptor location in combination with emission estimates for $PM_{10}$, cancer risk and PM concentration calculations were conducted using cancer potency factors consistent with OEHHA guidance. The air dispersion model included all standard regulatory default options, including the use of rural dispersion parameters and local terrain. Terrain in the project vicinity is generally hilly.

Land uses in the surrounding areas include open wooded areas and neighborhoods west and south of the project site, which results in rural flow patterns that are likely influenced by trees and hills and less pavement and built-up environments. The rural dispersion modeling parameters account for such patterns. The urban heat island effect, which results from surface heating of paved and built-up environment, is likely not prevalent in the project area. AERMOD allows the user to model urban heat island impacts by selecting urban or rural land use option. The project site fits the definition of a rural area; thus, the rural dispersion coefficient option was used in AERMOD to estimate air pollutant concentrations.

The base project and the project with an alternative wastewater pipeline where the proposed new force main would be extended further south along Silva Valley Parkway where it would connect to a 24-inch gravity flow pipeline south of Harvard Way were both analyzed.

## 3.2 AERMOD MODEL CONFIGURATION

The following input parameters were used in the model run:

- Projected Coordinate System: Universal Transverse Mercator (UTM) zone 10;
- Geographic Datum: World Geodetic System (WGS) of 1984;
- Rural land use based on AERMOD's Land Use Procedure based on the level of development within a 1-kilometer (km) radius of the Project site;
- Period (i.e., annual) averaging of concentrations for construction activity;
- Unit emission rate of 1 g/s for all sources; and
- U.S. Geologic Survey North American Datum NAD 75 7.5-minute terrain data

## 3.3 INPUTS AND ASSUMPTIONS

### Meteorological Data

Pre-processed meteorological data from 2014-2018 collected at the Sacramento Executive Airport station was obtained from SMAQMD. The model was set to run all five years (i.e., 2014-2018) of the data. The Sacramento Executive Airport station is the nearest station to the Project site with pre-processed meteorological data, located along Freeport Boulevard, approximately 27 miles southeast of the Project site and the most representative meteorological station for the site. This station was chosen because it has similar elevation, and surrounding land uses as the project site. The wind at the Sacramento Executive Airport primarily blows from the south-southwest.

### Receptor Grid

A receptor grid was placed around the project site, encompassing receptors within 300 meters of the project site with 25 meter (m) spacing for the first 100 meters and 100 meter spacing after that. Discrete receptors were removed from all locations with no sensitive receptors, such as the Project site, roadways, and the middle of pastures. All receptors were given a flagpole receptor height of 1.8 meters per SMAQMD guidance (2013).

### Source Type and Dimensions

For the project site where construction activities would occur, construction emission sources (i.e., the use of heavy-duty equipment on site) were modeled as adjacent volume sources. Diesel PM emissions from construction equipment operating within the project area was modeled as adjacent volume sources to represent diesel PM exhaust with sides of 30 meters, initial lateral dimensions of 6.98 meters, and initial vertical dimensions of 1 meter, and a release height of 5 meters, consistent with SMAQMD guidance (SMAQMD 2013).

Haul routes were modeled using adjacent line volume sources along the paths of travel. The truck line volumes were modeled assuming a release height of 3.4 meters, representing exhaust release from a typical truck. Additionally, the plume width was 8.6 meters and plume height was 5.78 meters. The length of haul route in AERMOD was approximately 8,711 meters (5.41 miles) and extended from the Project site, south along Green Valley Road to Silver Springs Parkway to Bass Lake to Highway 50. Source parameters used in AERMOD are shown in Attachment A.

# 4 HEALTH RISK CALCULATIONS

## 4.1 CANCER AND NON-CANCER RISK

To analyze impacts to sensitive receptors, the resulting pollutant concentrations from the AERMOD dispersion analysis were multiplied by the emission rates to obtain risk estimates. Total annual tons of diesel PM emissions resulting from project construction were converted to grams per second, based on the anticipated duration of each construction phases and a Monday through Friday work week with 12-hour workdays. Project emission rates for each diesel PM source (i.e., onsite equipment use, offsite hauling) were multiplied by the unitized AERMOD outputs for their respective source type to obtain scaled concentrations of diesel PM. Risk calculations were conducted using the following parameters, consistent with OEEHA guidance, shown in Table 1. All risk calculations are included in Attachment A.

**Table 1 Risk Parameters for Cancer and Non-Cancer Health Risk Assessment**

| Risk Parameters | Residential Receptors | School Receptors |
|---|---|---|
| Analysis Type | Cancer Risk and Chronic Risk (Non cancer) | Cancer Risk and Chronic Risk (Non cancer) |
| Receptor Type | Residential | School |
| Exposure Duration | 6 years (April 2025-March 2030)<br>0.25 years in 3rd Tri, 2 years in 0<2, and 3.75 in 2<16 | 6 years (April 2025-March 2030) |
| Averaging Time | 70 years | 70 years |
| FAH [a] | 1.0 for all age bins | N/A |
| Breathing Rates [b] | 361 in 3rd Tri, 1090 in 0<2, and 572 in 2<16 | 640 |

[a] Since a residence is within the 1 in a million isopleth, FAH is conservatively set to 1.0.

[b] Based on Point Estimates of Residential Daily Breathing Rates, Table 5.6, OEHHA 2015, 95th percentile for 3rd trimester and 0<2 bins; 80th percentile thereafter (for residences only)

Notes: FAH = fraction of time at home

Source: Prepared by Ascent in 2023.

# 5 HEALTH RISK CEQA THRESHOLDS OF SIGNIFICANCE

The El Dorado Air Quality Management District (EDAQMD) does not have guidance for HRAs, so SMAQMD's guidance was used for this analysis. According to SMAQMD, a Project's impact on health risks would be considered significant under the CEQA if the Project-related increase in risks would exceed the following thresholds shown in Table 2. Results of this HRA are compared to the SMAQMD-adopted thresholds of significance.

**Table 2 Significant Health Risk Levels**

| Project-Level | Significance Risk Threshold |
|---|---|
| Individual Project:<br>Construction and/or operations | Compliance with a qualified community risk reduction plan, or<br>▶ Increased cancer risk of > 10 chances in one million[1]<br>▶ Increased noncancer risk of > 1.0 Hazard index |

[1] Maximum Incremental Cancer Risk is the maximum lifetime excess cancer risk estimate (per million) at residential or worker receptor (whichever is greater). The maximum estimated risk generally is possible at only one location. All other locations show lower risks.

Source: OEHHA 2015.

# 6 RESULTS

Results of the modeling are discussed below and presented graphically in Figure 1 and Figure 2 for the unmitigated and mitigated analyses, respectfully.

## 6.1 UNMITIGATED CONSTRUCTION EMISSIONS

Based on the CalEEMod modeling, air dispersion modeling, and risk calculations discussed above, Project-generated diesel PM emissions are estimated to result in a maximally exposed individual resident (MEIR) for cancer risk of 27.0 chances in one million, as shown in Figure 1. Considering SMAQMD threshold of significance of 10 chances in one million for cancer risk, the MEIR exceeds the applicable threshold of 10 chances in one million for cancer risk. This would make the cancer risk impact of construction significant. Mitigation would be required to reduce the impact.

Alternative Pipeline Scenario

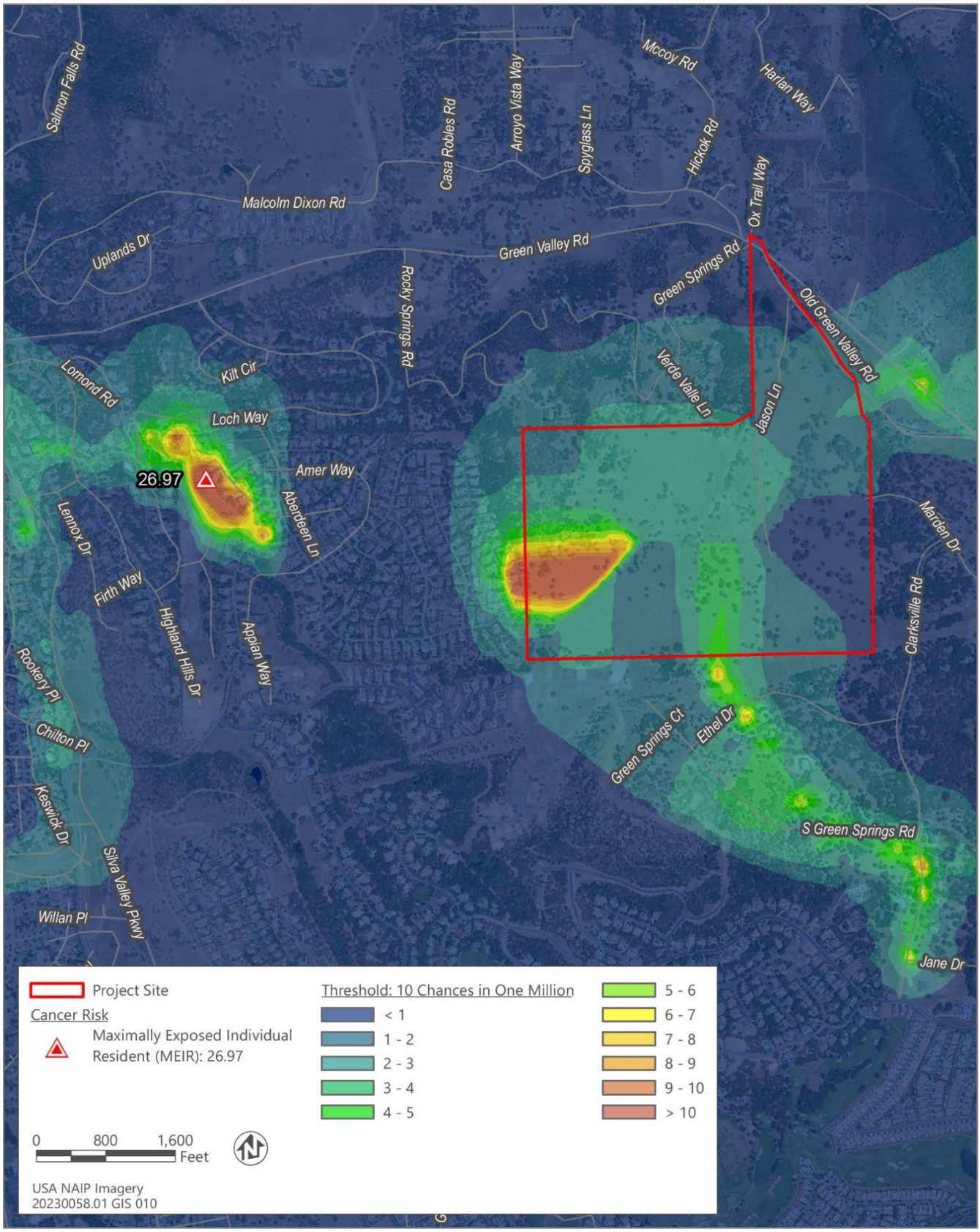
Based on the CalEEMod modeling, air dispersion modeling, and risk calculations discussed above, Project-generated (with the alternative pipeline) diesel PM emissions are estimated to result in a maximally exposed individual resident (MEIR) for cancer risk of 27.0 chances in one million, as shown in Figure 2. Considering SMAQMD threshold of significance of 10 chances in one million for cancer risk, the MEIR exceeds the applicable threshold of 10 chances in one million for cancer risk. This would make the cancer risk impact of construction significant. Mitigation would be required to reduce the impact.

## 6.2 MITIGATED CONSTRUCTION EMISSIONS

To mitigate this impact, all construction equipment greater than 25 horsepower would be required to use Tier 4 (Final) engines. Implementation of Tier 4 equipment on-site would reduce the diesel PM construction emissions from 280 pounds to 60 pounds relative to the unmitigated scenario. As a result, project-generated diesel PM emissions would be reduced and result in MEIR for cancer risk of 3.5 chances in one million and would not exceed the applicable threshold of 10 chances in one million for cancer risk, as shown in Figure 3. Considering that the MEIR represents the greatest risk value modeled, the thresholds would not be exceeded at any nearby offsite receptor.

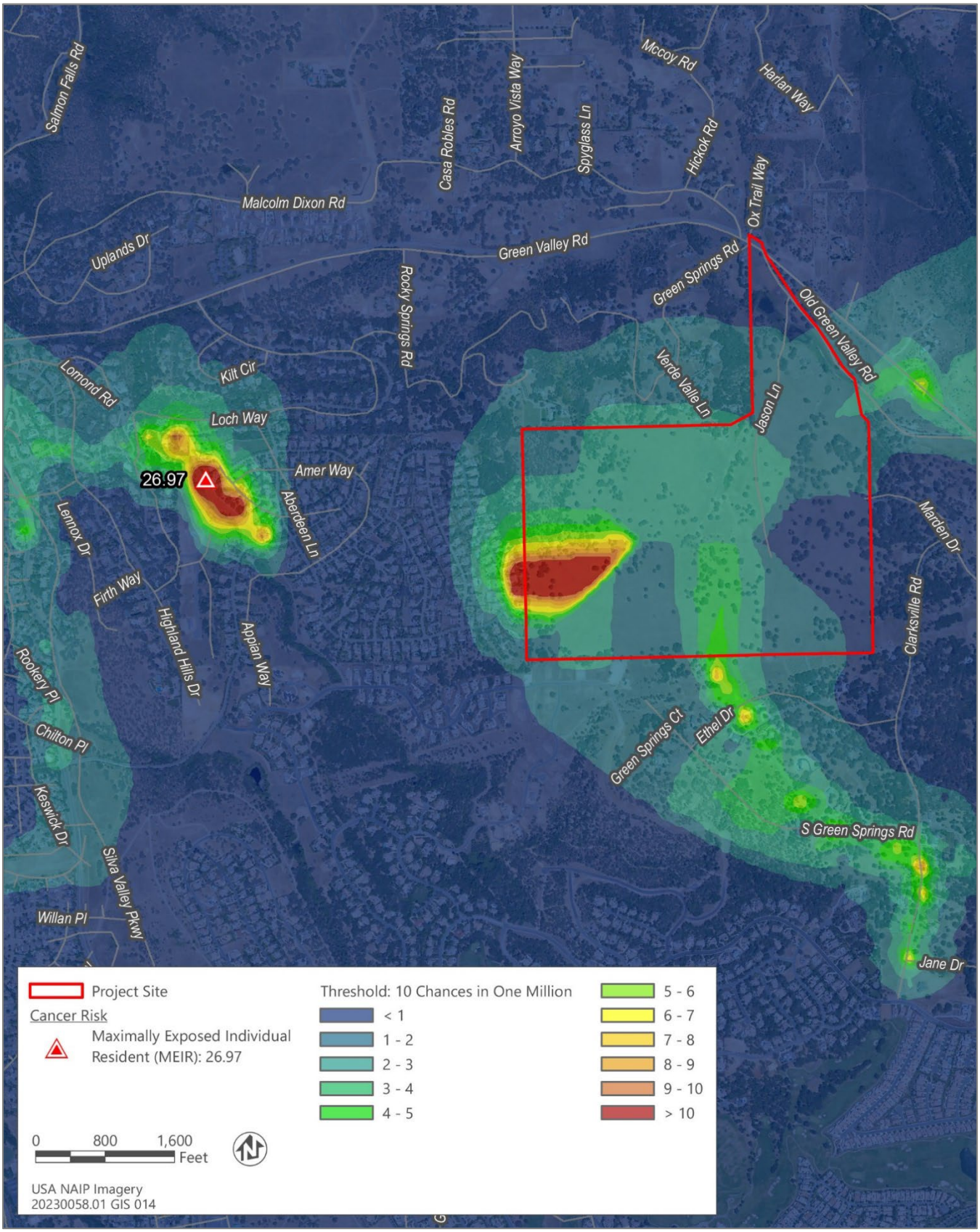
Alternative Pipeline Scenario

Implementation of Tier 4 equipment on-site would reduce the diesel PM construction emissions from 280 pounds to 60 pounds relative to the unmitigated scenario with the alternative pipeline. As a result, project-generated diesel PM emissions would be reduced and result in MEIR for cancer risk of 3.5 chances in one million and would not exceed the applicable threshold of 10 chances in one million for cancer risk, as shown in Figure 4. Considering that the MEIR represents the greatest risk value modeled, the thresholds would not be exceeded at any nearby offsite receptor.




Source: adapted by Ascent in 2024.

Figure 1 Unmitigated Cancer Risk Threshold: 10 Chances in One Million




Source: adapted by Ascent in 2024.

Figure 2 Alternate Wastewater Pipeline Unmitigated Cancer Risk Threshold: 10 Chances in One Million




Source: adapted by Ascent in 2024.

Figure 3 Mitigated Cancer Risk Threshold: 10 Chances in One Million




Source: adapted by Ascent in 2024.

Figure 4 Alternate Wastewater Pipeline Mitigated Cancer Risk Threshold: 10 Chances in One Million

# Conclusion

Before mitigation, construction of the project would expose nearby receptors to significant cancer risk, over the 10 chances in one million threshold. With mitigating all onsite construction equipment to tier 4 engines, construction-generated TACs would not expose nearby receptors to significant cancer risk (i.e., greater than 10 chances in one million. Construction-related exposure from TACs would be **less than significant** after mitigation to require all construction equipment above 25 horsepower to use Tier 4 (Final) engines.

# 7 REFERENCES

California Air Pollution Control Officers Association. 2023. California Emissions Estimator Model (CalEEMod), Version 2022.1.1.16. Available: http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-sguide2020-4-0.pdf?sfvrsn=6.

Office of Environmental Health Hazard Assessment. 2015. Air Toxics Hot Spots Program. Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. Available: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed August 2023.

Sacramento Metro Air Quality Management District. 2013 (May). *Dispersion Modeling of Construction-Generated $PM_{10}$ Emissions*. Available: https://www.airquality.org/LandUseTransportation/Documents/Ch3PMDispersionModelingGuidanceFINAL7-2013.pdf. Accessed August 2023.

1. Basic Project Information

1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Green Valley |
| Construction Start Date | 4/1/2025 |
| Lead Agency | |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.3 |
| Precipitation (days) | 10.4 |
| Location | 38.70432290409059, -121.04617842490336 |
| County | El Dorado-Mountain County |
| City | Unincorporated |
| Air District | El Dorado County AQMD |
| Air Basin | Mountain Counties |
| TAZ | 400 |
| EDFZ | 4 |
| Electric Utility | Pacific Gas & Electric Company |
| Gas Utility | Pacific Gas & Electric |
| App Version | 2022.1.1.21 |

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 |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 18 | Dwelling Unit | 5 | 35100 | 210831 | | 46 | Low Density Residential |
| Single Family Housing | 361 | Dwelling Unit | 171 | 703950 | 4228341 | | 917 | High Density Residential |
| Health Club | 144 | 1000sqft | 3.3 | 143748 | | | | Clubhouse |
| City Park | 4 | Acre | 4 | 0 | | | | Public Facilities (Lot A) |
| City Park | 57.6 | Acre | 57.6 | 0 | | | | Open Space |
| City Park | 8 | Acre | 8 | 0 | | | | Landscape Lots L1-L13, Open Spaces C-K |
| Road Construction | 3 | Mile | 31.5 | 0 | 0 | | | road construction |
| Road Construction | 7.3 | Mile | 34.2 | 0 | 0 | | | Offsite improvements |

1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector | # | Measure Title |
|---|---|---|
| Construction | C-5 | Use Advanced Engine Tiers |

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

| Un/Mit. | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Unmit. | 12 | 10.2 | 86.7 | 97 | 0.18 | 3.78 | 147 | 147 | 3.48 | 15 | 15.8 | | 21113 | 21113 | 0.86 | 0.41 | 12.3 | 21206 |
| Mit. | 2.84 | 2.7 | 17.3 | 119 | 0.18 | 0.47 | 147 | 147 | 0.46 | 15 | 15.1 | | 21113 | 21113 | 0.86 | 0.41 | 12.3 | 21206 |
| % Reduced | 76.4 | 73.4 | 80.1 | −22.3 | | 87.7 | | | 0.21 | 86.9 | 4.86 | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Unmit. | 6.42 | 129 | 45.6 | 55.1 | 0.09 | 1.91 | 147 | 147 | 1.76 | 15 | 15.4 | | 10900 | 10900 | 0.43 | 0.41 | 0.35 | 10947 |
| Mit. | 1.49 | 129 | 10 | 63.2 | 0.09 | 0.18 | 147 | 147 | 0.18 | 15 | 15.1 | | 10900 | 10900 | 0.43 | 0.41 | 0.35 | 10947 |
| % Reduced | 76.7 | 0.06 | 77.9 | −14.7 | | 90.4 | | | 0.24 | 89.6 | 2.11 | | | | | | | |
| Average Daily (Max) | | | | | | | | | | | | | | | | | | |
| Unmit. | 3.62 | 22.2 | 25.8 | 29.7 | 0.05 | 1.07 | 102 | 102 | 0.99 | 10.4 | 10.7 | | 6571 | 6571 | 0.24 | 0.29 | 3.78 | 6615 |
| Mit. | 0.96 | 22.2 | 5.55 | 35 | 0.05 | 0.12 | 102 | 102 | 0.12 | 10.4 | 10.5 | | 6571 | 6571 | 0.24 | 0.29 | 3.78 | 6615 |
| % Reduced | 73.5 | 0.06 | 78.5 | −17.6 | | 88.4 | | | 0.16 | 87.6 | 1.59 | | | | | | | |
| Annual (Max) | | | | | | | | | | | | | | | | | | |
| Unmit. | 0.66 | 4.05 | 4.71 | 5.43 | 0.01 | 0.2 | 18.6 | 18.7 | 0.18 | 1.9 | 1.94 | | 1088 | 1088 | 0.04 | 0.05 | 0.63 | 1095 |
| Mit. | 0.17 | 4.05 | 1.01 | 6.38 | 0.01 | 0.02 | 18.6 | 18.6 | 0.02 | 1.9 | 1.91 | | 1088 | 1088 | 0.04 | 0.05 | 0.63 | 1095 |
| % Reduced | 73.5 | 0.06 | 78.5 | −17.6 | | 88.4 | | | 0.16 | 87.6 | 1.59 | | | | | | | |

2.2. Construction Emissions by Year, Unmitigated

| Year | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | | | | | | | | | | | | | | | | | | |
| 2025 | | 12 | 10.2 | 86.7 | 97 | 0.18 | 3.78 | 90 | 93.8 | 3.48 | 12.3 | 15.8 | | 21113 | 21113 | 0.86 | 0.22 | 5.79 | 21206 |
| 2026 | | 2.32 | 2.03 | 13.3 | 25.1 | 0.04 | 0.39 | 147 | 147 | 0.36 | 15 | 15.3 | | 6551 | 6551 | 0.13 | 0.41 | 12.3 | 6688 |
| 2027 | | 2.23 | 1.94 | 12.7 | 24.3 | 0.04 | 0.35 | 147 | 147 | 0.32 | 15 | 15.3 | | 6478 | 6478 | 0.13 | 0.39 | 11.2 | 6608 |
| 2028 | | 2.09 | 1.86 | 12 | 23.6 | 0.04 | 0.31 | 147 | 147 | 0.29 | 15 | 15.3 | | 6391 | 6391 | 0.13 | 0.39 | 10.1 | 6520 |
| 2029 | | 2.03 | 3.12 | 11.4 | 22.9 | 0.04 | 0.29 | 147 | 147 | 0.27 | 15 | 15.2 | | 6301 | 6301 | 0.13 | 0.38 | 9.09 | 6426 |
| Daily - Winter (Max) | | | | | | | | | | | | | | | | | | |
| 2025 | | 6.42 | 5.42 | 45.6 | 55.1 | 0.09 | 1.91 | 147 | 147 | 1.76 | 15 | 15.4 | | 10900 | 10900 | 0.43 | 0.41 | 0.35 | 10947 |
| 2026 | | 2.24 | 1.94 | 13.7 | 22.6 | 0.04 | 0.39 | 147 | 147 | 0.36 | 15 | 15.3 | | 6335 | 6335 | 0.15 | 0.41 | 0.32 | 6460 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2027 | 2.1 | 1.85 | 13 | 22 | 0.04 | 0.35 | 147 | 147 | 0.32 | 15 | 15.3 | 6265 | 6265 | 0.15 | 0.39 | 0.29 | 6387 |
| 2028 | 2.02 | 1.73 | 12.3 | 21.4 | 0.04 | 0.31 | 147 | 147 | 0.29 | 15 | 15.3 | 6183 | 6183 | 0.14 | 0.39 | 0.26 | 6304 |
| 2029 | 1.96 | 129 | 11.7 | 20.8 | 0.04 | 0.29 | 147 | 147 | 0.27 | 15 | 15.2 | 6097 | 6097 | 0.14 | 0.38 | 0.24 | 6214 |
| 2030 | 0.26 | 129 | 0.89 | 2.51 | < 0.005 | 0.01 | 24.4 | 24.4 | 0.01 | 2.49 | 2.5 | 497 | 497 | 0.01 | 0.02 | 0.03 | 503 |
| Average Daily | | | | | | | | | | | | | | | | | |
| 2025 | 3.62 | 3.06 | 25.8 | 29.7 | 0.05 | 1.07 | 49.1 | 50.2 | 0.99 | 5.65 | 6.64 | 6571 | 6571 | 0.24 | 0.12 | 1.66 | 6615 |
| 2026 | 1.6 | 1.39 | 9.7 | 16.2 | 0.03 | 0.28 | 102 | 102 | 0.26 | 10.4 | 10.7 | 4555 | 4555 | 0.1 | 0.29 | 3.78 | 4648 |
| 2027 | 1.5 | 1.33 | 9.19 | 15.8 | 0.03 | 0.25 | 102 | 102 | 0.23 | 10.4 | 10.6 | 4505 | 4505 | 0.1 | 0.28 | 3.44 | 4595 |
| 2028 | 1.45 | 1.28 | 8.71 | 15.5 | 0.03 | 0.22 | 102 | 102 | 0.21 | 10.4 | 10.6 | 4457 | 4457 | 0.1 | 0.28 | 3.13 | 4547 |
| 2029 | 1.15 | 4.47 | 7.08 | 12.5 | 0.02 | 0.19 | 72.9 | 73.1 | 0.18 | 7.45 | 7.62 | 3377 | 3377 | 0.08 | 0.19 | 1.99 | 3437 |
| 2030 | 0.05 | 22.2 | 0.15 | 0.44 | < 0.005 | < 0.005 | 4.09 | 4.09 | < 0.005 | 0.42 | 0.42 | 87 | 87 | < 0.005 | < 0.005 | 0.08 | 88 |
| Annual | | | | | | | | | | | | | | | | | |
| 2025 | 0.66 | 0.56 | 4.71 | 5.43 | 0.01 | 0.2 | 8.97 | 9.16 | 0.18 | 1.03 | 1.21 | 1088 | 1088 | 0.04 | 0.02 | 0.28 | 1095 |
| 2026 | 0.29 | 0.25 | 1.77 | 2.96 | < 0.005 | 0.05 | 18.6 | 18.6 | 0.05 | 1.9 | 1.94 | 754 | 754 | 0.02 | 0.05 | 0.63 | 769 |
| 2027 | 0.27 | 0.24 | 1.68 | 2.88 | < 0.005 | 0.05 | 18.6 | 18.6 | 0.04 | 1.9 | 1.94 | 746 | 746 | 0.02 | 0.05 | 0.57 | 761 |
| 2028 | 0.26 | 0.23 | 1.59 | 2.82 | < 0.005 | 0.04 | 18.6 | 18.7 | 0.04 | 1.9 | 1.94 | 738 | 738 | 0.02 | 0.05 | 0.52 | 753 |
| 2029 | 0.21 | 0.82 | 1.29 | 2.28 | < 0.005 | 0.03 | 13.3 | 13.3 | 0.03 | 1.36 | 1.39 | 559 | 559 | 0.01 | 0.03 | 0.33 | 569 |
| 2030 | 0.01 | 4.05 | 0.03 | 0.08 | < 0.005 | < 0.005 | 0.75 | 0.75 | < 0.005 | 0.08 | 0.08 | 14.4 | 14.4 | < 0.005 | < 0.005 | 0.01 | 14.6 |

2.3. Construction Emissions by Year, Mitigated

| Year | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | | | | | | | | | | | | | | | | | | |
| 2025 | | 2.84 | 2.7 | 17.3 | 119 | 0.18 | 0.47 | 90 | 90.3 | 0.46 | 12.3 | 12.7 | 21113 | 21113 | 0.86 | 0.22 | 5.79 | 21206 |
| 2026 | | 1.39 | 1.28 | 6.27 | 26.9 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 6551 | 6551 | 0.13 | 0.41 | 12.3 | 6688 |
| 2027 | | 1.35 | 1.24 | 6.1 | 26.2 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 6478 | 6478 | 0.13 | 0.39 | 11.2 | 6608 |
| 2028 | | 1.25 | 1.2 | 5.87 | 25.5 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 6391 | 6391 | 0.13 | 0.39 | 10.1 | 6520 |
| 2029 | | 1.22 | 2.61 | 5.64 | 24.9 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 6301 | 6301 | 0.13 | 0.38 | 9.09 | 6426 |
| Daily - Winter (Max) | | | | | | | | | | | | | | | | | | |
| 2025 | | 1.49 | 1.45 | 10 | 63.2 | 0.09 | 0.18 | 147 | 147 | 0.18 | 15 | 15.1 | 10900 | 10900 | 0.43 | 0.41 | 0.35 | 10947 |
| 2026 | | 1.31 | 1.2 | 6.66 | 24.4 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 6335 | 6335 | 0.15 | 0.41 | 0.32 | 6460 |
| 2027 | | 1.22 | 1.15 | 6.41 | 23.8 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 6265 | 6265 | 0.15 | 0.39 | 0.29 | 6387 |
| 2028 | | 1.18 | 1.06 | 6.17 | 23.3 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 6183 | 6183 | 0.14 | 0.39 | 0.26 | 6304 |
| 2029 | | 1.16 | 129 | 5.93 | 22.8 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 6097 | 6097 | 0.14 | 0.38 | 0.24 | 6214 |
| 2030 | | 0.16 | 129 | 0.75 | 2.36 | < 0.005 | < 0.005 | 24.4 | 24.4 | < 0.005 | 2.49 | 2.49 | 497 | 497 | 0.01 | 0.02 | 0.03 | 503 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| 2025 | | 0.96 | 0.91 | 5.55 | 35 | 0.05 | 0.12 | 49.1 | 49.3 | 0.12 | 5.65 | 5.77 | 6571 | 6571 | 0.24 | 0.12 | 1.66 | 6615 |
| 2026 | | 0.94 | 0.86 | 4.67 | 17.6 | 0.03 | 0.06 | 102 | 102 | 0.06 | 10.4 | 10.5 | 4555 | 4555 | 0.1 | 0.29 | 3.78 | 4648 |
| 2027 | | 0.87 | 0.83 | 4.5 | 17.1 | 0.03 | 0.06 | 102 | 102 | 0.06 | 10.4 | 10.5 | 4505 | 4505 | 0.1 | 0.28 | 3.44 | 4595 |
| 2028 | | 0.85 | 0.81 | 4.34 | 16.8 | 0.03 | 0.06 | 102 | 102 | 0.06 | 10.4 | 10.5 | 4457 | 4457 | 0.1 | 0.28 | 3.13 | 4547 |
| 2029 | | 0.62 | 4.05 | 3.32 | 13.6 | 0.02 | 0.05 | 72.9 | 72.9 | 0.05 | 7.45 | 7.49 | 3377 | 3377 | 0.08 | 0.19 | 1.99 | 3437 |
| 2030 | | 0.03 | 22.2 | 0.13 | 0.41 | < 0.005 | < 0.005 | 4.09 | 4.09 | < 0.005 | 0.42 | 0.42 | 87 | 87 | < 0.005 | < 0.005 | 0.08 | 88 |
| Annual | | | | | | | | | | | | | | | | | | |
| 2025 | | 0.17 | 0.17 | 1.01 | 6.38 | 0.01 | 0.02 | 8.97 | 8.99 | 0.02 | 1.03 | 1.05 | 1088 | 1088 | 0.04 | 0.02 | 0.28 | 1095 |
| 2026 | | 0.17 | 0.16 | 0.85 | 3.2 | < 0.005 | 0.01 | 18.6 | 18.6 | 0.01 | 1.9 | 1.91 | 754 | 754 | 0.02 | 0.05 | 0.63 | 769 |
| 2027 | | 0.16 | 0.15 | 0.82 | 3.13 | < 0.005 | 0.01 | 18.6 | 18.6 | 0.01 | 1.9 | 1.91 | 746 | 746 | 0.02 | 0.05 | 0.57 | 761 |
| 2028 | | 0.16 | 0.15 | 0.79 | 3.07 | < 0.005 | 0.01 | 18.6 | 18.6 | 0.01 | 1.9 | 1.91 | 738 | 738 | 0.02 | 0.05 | 0.52 | 753 |
| 2029 | | 0.11 | 0.74 | 0.61 | 2.48 | < 0.005 | 0.01 | 13.3 | 13.3 | 0.01 | 1.36 | 1.37 | 559 | 559 | 0.01 | 0.03 | 0.33 | 569 |
| 2030 | | 0.01 | 4.05 | 0.02 | 0.08 | < 0.005 | < 0.005 | 0.75 | 0.75 | < 0.005 | 0.08 | 0.08 | 14.4 | 14.4 | < 0.005 | < 0.005 | 0.01 | 14.6 |

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 3.94 | 3.31 | 31.6 | 30.2 | 0.05 | 1.37 | | 1.37 | 1.26 | | 1.26 | 5295 | 5295 | 0.21 | 0.04 | | 5314 |
| Dust From Material Movement | | | | | | | | 7.67 | 7.67 | | 3.94 | 3.94 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.42 | 0.35 | 3.38 | 3.22 | 0.01 | 0.15 | | 0.15 | 0.13 | | 0.13 | 566 | 566 | 0.02 | < 0.005 | | 568 |
| Dust From Material Movement | | | | | | | | 0.82 | 0.82 | | 0.42 | 0.42 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.08 | 0.06 | 0.62 | 0.59 | < 0.005 | 0.03 | | 0.03 | 0.02 | | 0.02 | 93.7 | 93.7 | < 0.005 | < 0.005 | | 94 |
| Dust From Material Movement | | | | | | | | 0.15 | 0.15 | | 0.08 | 0.08 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | | 0.09 | 0.08 | 0.06 | 1.1 | 0 | 0 | 10.9 | 10.9 | 0 | 1.11 | 1.11 | | 196 | 196 | 0.01 | 0.01 | 0.76 | 199 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | | |
| Worker | | 0.01 | 0.01 | 0.01 | 0.09 | 0 | 0 | 1.13 | 1.13 | 0 | 0.11 | 0.11 | | 19.3 | 19.3 | < 0.005 | < 0.005 | 0.03 | 19.6 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.02 | 0 | 0 | 0.21 | 0.21 | 0 | 0.02 | 0.02 | | 3.19 | 3.19 | < 0.005 | < 0.005 | 0.01 | 3.24 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.2. Site Preparation (2025) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.5 | 0.5 | 2.59 | 28.3 | 0.05 | 0.1 | | 0.1 | 0.1 | | 0.1 | | 5295 | 5295 | 0.21 | 0.04 | | 5314 |
| Dust From Material Movement | | | | | | | | 7.67 | 7.67 | | 3.94 | 3.94 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.05 | 0.05 | 0.28 | 3.02 | 0.01 | 0.01 | | 0.01 | 0.01 | | 0.01 | | 566 | 566 | 0.02 | < 0.005 | | 568 |
| Dust From Material Movement | | | | | | | | 0.82 | 0.82 | | 0.42 | 0.42 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.01 | 0.01 | 0.05 | 0.55 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | | 93.7 | 93.7 | < 0.005 | < 0.005 | | 94 |
| Dust From Material Movement | | | | | | | | 0.15 | 0.15 | | 0.08 | 0.08 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | | |
| Worker | | 0.09 | 0.08 | 0.06 | 1.1 | 0 | 0 | 10.9 | 10.9 | 0 | 1.11 | 1.11 | | 196 | 196 | 0.01 | 0.01 | 0.76 | 199 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | | |
| Worker | | 0.01 | 0.01 | 0.01 | 0.09 | 0 | 0 | 1.13 | 1.13 | 0 | 0.11 | 0.11 | | 19.3 | 19.3 | < 0.005 | < 0.005 | 0.03 | 19.6 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.02 | 0 | 0 | 0.21 | 0.21 | 0 | 0.02 | 0.02 | | 3.19 | 3.19 | < 0.005 | < 0.005 | 0.01 | 3.24 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.3. Grading (2025) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 3.8 | 3.2 | 29.7 | 28.3 | 0.06 | 1.23 | | 1.23 | 1.14 | | 1.14 | | 6599 | 6599 | 0.27 | 0.05 | | 6622 |
| Dust From Material Movement | | | | | | | | 3.59 | 3.59 | | 1.42 | 1.42 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 3.8 | 3.2 | 29.7 | 28.3 | 0.06 | 1.23 | | 1.23 | 1.14 | | 1.14 | | 6599 | 6599 | 0.27 | 0.05 | | 6622 |
| Dust From Material Movement | | | | | | | | 3.59 | 3.59 | | 1.42 | 1.42 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.06 | 0.89 | 8.29 | 7.91 | 0.02 | 0.35 | | 0.35 | 0.32 | | 0.32 | | 1844 | 1844 | 0.07 | 0.01 | | 1850 |
| Dust From Material Movement | | | | | | | | 1 | 1 | | 0.4 | 0.4 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.19 | 0.16 | 1.51 | 1.44 | < 0.005 | | 0.06 | | 0.06 | | 0.06 | | 305 | 305 | 0.01 | < 0.005 | | 306 |
| Dust From Material Movement | | | | | | | | 0.18 | 0.18 | | 0.07 | 0.07 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | | |
| Worker | | 0.1 | 0.1 | 0.07 | 1.26 | 0 | 0 | 12.4 | 12.4 | 0 | 1.26 | 1.26 | | 224 | 224 | 0.01 | 0.01 | 0.87 | 228 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.09 | 0.09 | 0.09 | 0.99 | 0 | 0 | 12.4 | 12.4 | 0 | 1.26 | 1.26 | | 202 | 202 | 0.01 | 0.01 | 0.02 | 204 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.03 | 0.02 | 0.02 | 0.28 | 0 | 0 | 3.37 | 3.37 | 0 | 0.34 | 0.34 | | 57.6 | 57.6 | < 0.005 | < 0.005 | 0.1 | 58.4 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.05 | 0 | 0 | 0.61 | 0.61 | 0 | 0.06 | 0.06 | | 9.54 | 9.54 | < 0.005 | < 0.005 | 0.02 | 9.68 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.4. Grading (2025) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.64 | 0.64 | 4.43 | 35.3 | 0.06 | 0.12 | | 0.12 | 0.12 | | 0.12 | | 6599 | 6599 | 0.27 | 0.05 | | 6622 |
| Dust From Material Movement | | | | | | | | 3.59 | 3.59 | | 1.42 | 1.42 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.64 | 0.64 | 4.43 | 35.3 | 0.06 | 0.12 | | 0.12 | 0.12 | | 0.12 | | 6599 | 6599 | 0.27 | 0.05 | | 6622 |
| Dust From Material Movement | | | | | | | | 3.59 | 3.59 | | 1.42 | 1.42 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.18 | 0.18 | 1.24 | 9.88 | 0.02 | 0.03 | | 0.03 | 0.03 | | 0.03 | | 1844 | 1844 | 0.07 | 0.01 | | 1850 |
| Dust From Material Movement | | | | | | | | 1 | 1 | | 0.4 | 0.4 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.03 | 0.03 | 0.23 | 1.8 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | | 305 | 305 | 0.01 | < 0.005 | | 306 |
| Dust From Material Movement | | | | | | | | 0.18 | 0.18 | | 0.07 | 0.07 | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.1 | 0.1 | 0.07 | 1.26 | 0 | 0 | 12.4 | 12.4 | 0 | 1.26 | 1.26 | | 224 | 224 | 0.01 | 0.01 | 0.87 | 228 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.09 | 0.09 | 0.09 | 0.99 | 0 | 0 | 12.4 | 12.4 | 0 | 1.26 | 1.26 | | 202 | 202 | 0.01 | 0.01 | 0.02 | 204 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.03 | 0.02 | 0.02 | 0.28 | 0 | 0 | 3.37 | 3.37 | 0 | 0.34 | 0.34 | | 57.6 | 57.6 | < 0.005 | < 0.005 | 0.1 | 58.4 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.05 | 0 | 0 | 0.61 | 0.61 | 0 | 0.06 | 0.06 | | 9.54 | 9.54 | < 0.005 | < 0.005 | 0.02 | 9.68 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.5. Building Construction (2025) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.35 | 1.13 | 10.4 | 13 | 0.02 | 0.43 | | 0.43 | 0.4 | | 0.4 | | 2398 | 2398 | 0.1 | 0.02 | | 2406 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.21 | 0.17 | 1.59 | 1.99 | < 0.005 | | 0.07 | | 0.07 | 0.06 | | 0.06 | | 366 | 366 | 0.01 | < 0.005 | | 367 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.04 | 0.03 | 0.29 | 0.36 | < 0.005 | | 0.01 | | 0.01 | 0.01 | | 0.01 | | 60.6 | 60.6 | < 0.005 | < 0.005 | | 60.8 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.93 | 0.84 | 0.87 | 9.76 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | | 1987 | 1987 | 0.05 | 0.08 | 0.22 | 2012 |
| Vendor | | 0.07 | 0.06 | 3.24 | 0.55 | 0.01 | 0.02 | 24.5 | 24.6 | 0.02 | 2.53 | 2.55 | | 2019 | 2019 | < 0.005 | 0.31 | 0.12 | 2110 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | |
| Worker | | 0.14 | 0.13 | 0.12 | 1.52 | 0 | 0 | 18.1 | 18.1 | 0 | 1.85 | 1.85 | 310 | 310 | 0.01 | 0.01 | 0.56 | 314 |
| Vendor | | 0.01 | 0.01 | 0.49 | 0.08 | < 0.005 | < 0.005 | 3.64 | 3.64 | < 0.005 | 0.38 | 0.38 | 308 | 308 | < 0.005 | 0.05 | 0.32 | 322 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.03 | 0.02 | 0.02 | 0.28 | 0 | 0 | 3.3 | 3.3 | 0 | 0.34 | 0.34 | 51.3 | 51.3 | < 0.005 | < 0.005 | 0.09 | 52 |
| Vendor | < 0.005 | < 0.005 | | 0.09 | 0.02 | < 0.005 | < 0.005 | 0.66 | 0.67 | < 0.005 | 0.07 | 0.07 | 51 | 51 | < 0.005 | 0.01 | 0.05 | 53.4 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.6. Building Construction (2025) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.08 | | 0.08 | 0.07 | | 0.07 | 2398 | 2398 | 0.1 | 0.02 | | 2406 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.05 | 0.05 | 0.43 | 2.26 | < 0.005 | | 0.01 | | 0.01 | 0.01 | | 0.01 | 366 | 366 | 0.01 | < 0.005 | | 367 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.01 | 0.01 | 0.08 | 0.41 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | 60.6 | 60.6 | < 0.005 | < 0.005 | | 60.8 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.93 | 0.84 | 0.87 | 9.76 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | 1987 | 1987 | 0.05 | 0.08 | 0.22 | 2012 |
| Vendor | | 0.07 | 0.06 | 3.24 | 0.55 | 0.01 | 0.02 | 24.5 | 24.6 | 0.02 | 2.53 | 2.55 | 2019 | 2019 | < 0.005 | 0.31 | 0.12 | 2110 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.14 | 0.13 | 0.12 | 1.52 | 0 | 0 | 18.1 | 18.1 | 0 | 1.85 | 1.85 | 310 | 310 | 0.01 | 0.01 | 0.56 | 314 |
| Vendor | | 0.01 | 0.01 | 0.49 | 0.08 | < 0.005 | < 0.005 | 3.64 | 3.64 | < 0.005 | 0.38 | 0.38 | 308 | 308 | < 0.005 | 0.05 | 0.32 | 322 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.03 | 0.02 | 0.02 | 0.28 | 0 | 0 | 3.3 | 3.3 | 0 | 0.34 | 0.34 | 51.3 | 51.3 | < 0.005 | < 0.005 | 0.09 | 52 |
| Vendor | < 0.005 | < 0.005 | | 0.09 | 0.02 | < 0.005 | < 0.005 | 0.66 | 0.67 | < 0.005 | 0.07 | 0.07 | 51 | 51 | < 0.005 | 0.01 | 0.05 | 53.4 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.7. Building Construction (2026) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.28 | 1.07 | 9.85 | 13 | 0.02 | 0.38 | | 0.38 | 0.35 | | 0.35 | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.28 | 1.07 | 9.85 | 13 | 0.02 | 0.38 | | 0.38 | 0.35 | | 0.35 | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.91 | 0.77 | 7.04 | 9.26 | 0.02 | 0.27 | | 0.27 | 0.25 | | 0.25 | 1712 | 1712 | 0.07 | 0.01 | | 1718 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.17 | 0.14 | 1.28 | 1.69 | < 0.005 | | 0.05 | | 0.05 | 0.05 | | 0.05 | 283 | 283 | 0.01 | < 0.005 | | 284 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.98 | 0.9 | 0.58 | 11.6 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | 2167 | 2167 | 0.03 | 0.08 | 7.82 | 2199 |
| Vendor | | 0.06 | 0.06 | 2.87 | 0.5 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | 1987 | 1987 | < 0.005 | 0.31 | 4.44 | 2083 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.9 | 0.81 | 0.8 | 9.09 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | 1950 | 1950 | 0.05 | 0.08 | 0.2 | 1976 |
| Vendor | | 0.06 | 0.06 | 3.03 | 0.53 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | 1987 | 1987 | < 0.005 | 0.31 | 0.12 | 2079 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.64 | 0.58 | 0.52 | 6.59 | 0 | 0 | 84.7 | 84.7 | 0 | 8.64 | 8.64 | 1423 | 1423 | 0.03 | 0.06 | 2.41 | 1443 |
| Vendor | | 0.04 | 0.04 | 2.14 | 0.37 | 0.01 | 0.01 | 17 | 17 | 0.01 | 1.76 | 1.77 | 1419 | 1419 | < 0.005 | 0.22 | 1.37 | 1486 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.12 | 0.11 | 0.09 | 1.2 | 0 | 0 | 15.5 | 15.5 | 0 | 1.58 | 1.58 | 236 | 236 | 0.01 | 0.01 | 0.4 | 239 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.01 | 0.01 | 0.39 | 0.07 | < 0.005 | < 0.005 | | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | | 235 | 235 | < 0.005 | 0.04 | 0.23 | 246 |
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.8. Building Construction (2026) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | | 0.07 | 0.07 | | 0.07 | | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | | 0.07 | 0.07 | | 0.07 | | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.25 | 0.23 | 2.01 | 10.6 | 0.02 | 0.05 | | 0.05 | 0.05 | | 0.05 | | 1712 | 1712 | 0.07 | 0.01 | | 1718 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.05 | 0.04 | 0.37 | 1.93 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | | 283 | 283 | 0.01 | < 0.005 | | 284 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.98 | 0.9 | 0.58 | 11.6 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | | 2167 | 2167 | 0.03 | 0.08 | 7.82 | 2199 |
| Vendor | | 0.06 | 0.06 | 2.87 | 0.5 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | | 1987 | 1987 | < 0.005 | 0.31 | 4.44 | 2083 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.9 | 0.81 | 0.8 | 9.09 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | | 1950 | 1950 | 0.05 | 0.08 | 0.2 | 1976 |
| Vendor | | 0.06 | 0.06 | 3.03 | 0.53 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | | 1987 | 1987 | < 0.005 | 0.31 | 0.12 | 2079 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.64 | 0.58 | 0.52 | 6.59 | 0 | 0 | 84.7 | 84.7 | 0 | 8.64 | 8.64 | | 1423 | 1423 | 0.03 | 0.06 | 2.41 | 1443 |
| Vendor | | 0.04 | 0.04 | 2.14 | 0.37 | 0.01 | 0.01 | 17 | 17 | 0.01 | 1.76 | 1.77 | | 1419 | 1419 | < 0.005 | 0.22 | 1.37 | 1486 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.12 | 0.11 | 0.09 | 1.2 | 0 | 0 | 15.5 | 15.5 | 0 | 1.58 | 1.58 | | 236 | 236 | 0.01 | 0.01 | 0.4 | 239 |
| Vendor | | 0.01 | 0.01 | 0.39 | 0.07 | < 0.005 | < 0.005 | | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | | 235 | 235 | < 0.005 | 0.04 | 0.23 | 246 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.9. Building Construction (2027) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.23 | 1.03 | 9.39 | 12.9 | 0.02 | 0.34 | | 0.34 | 0.31 | | 0.31 | | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.23 | 1.03 | 9.39 | 12.9 | 0.02 | 0.34 | | 0.34 | 0.31 | | 0.31 | | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.88 | 0.74 | 6.71 | 9.24 | 0.02 | 0.24 | | 0.24 | 0.22 | | 0.22 | | 1712 | 1712 | 0.07 | 0.01 | | 1718 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.16 | 0.13 | 1.22 | 1.69 | < 0.005 | 0.04 | | 0.04 | 0.04 | | 0.04 | | 283 | 283 | 0.01 | < 0.005 | | 284 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.94 | 0.86 | 0.57 | 10.9 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | | 2131 | 2131 | 0.03 | 0.08 | 7.12 | 2161 |
| Vendor | | 0.06 | 0.05 | 2.71 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | | 1950 | 1950 | < 0.005 | 0.29 | 4.04 | 2042 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.81 | 0.78 | 0.73 | 8.5 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | | 1918 | 1918 | 0.05 | 0.08 | 0.18 | 1943 |
| Vendor | | 0.06 | 0.04 | 2.86 | 0.52 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | | 1950 | 1950 | < 0.005 | 0.29 | 0.1 | 2038 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.58 | 0.56 | 0.47 | 6.19 | 0 | 0 | 84.7 | 84.7 | 0 | 8.64 | 8.64 | | 1400 | 1400 | 0.03 | 0.06 | 2.2 | 1420 |
| Vendor | | 0.04 | 0.03 | 2.02 | 0.36 | 0.01 | 0.01 | 17 | 17 | 0.01 | 1.76 | 1.77 | | 1393 | 1393 | < 0.005 | 0.21 | 1.25 | 1457 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.1 | 0.1 | 0.09 | 1.13 | 0 | 0 | 15.5 | 15.5 | 0 | 1.58 | 1.58 | | 232 | 232 | 0.01 | 0.01 | 0.36 | 235 |
| Vendor | | 0.01 | 0.01 | 0.37 | 0.07 | < 0.005 | < 0.005 | | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | | 231 | 231 | < 0.005 | 0.03 | 0.21 | 241 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.10. Building Construction (2027) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | | 0.07 | 0.07 | | 0.07 | | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | | 0.07 | 0.07 | | 0.07 | | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.25 | 0.23 | 2.01 | 10.6 | 0.02 | 0.05 | | 0.05 | 0.05 | | 0.05 | | 1712 | 1712 | 0.07 | 0.01 | | 1718 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.05 | 0.04 | 0.37 | 1.93 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | | 283 | 283 | 0.01 | < 0.005 | | 284 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.94 | 0.86 | 0.57 | 10.9 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | | 2131 | 2131 | 0.03 | 0.08 | 7.12 | 2161 |
| Vendor | | 0.06 | 0.05 | 2.71 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | | 1950 | 1950 | < 0.005 | 0.29 | 4.04 | 2042 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.81 | 0.78 | 0.73 | 8.5 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | | 1918 | 1918 | 0.05 | 0.08 | 0.18 | 1943 |
| Vendor | | 0.06 | 0.04 | 2.86 | 0.52 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | | 1950 | 1950 | < 0.005 | 0.29 | 0.1 | 2038 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.58 | 0.56 | 0.47 | 6.19 | 0 | 0 | 84.7 | 84.7 | 0 | 8.64 | 8.64 | | 1400 | 1400 | 0.03 | 0.06 | 2.2 | 1420 |
| Vendor | | 0.04 | 0.03 | 2.02 | 0.36 | 0.01 | 0.01 | 17 | 17 | 0.01 | 1.76 | 1.77 | | 1393 | 1393 | < 0.005 | 0.21 | 1.25 | 1457 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.1 | 0.1 | 0.09 | 1.13 | 0 | 0 | 15.5 | 15.5 | 0 | 1.58 | 1.58 | | 232 | 232 | 0.01 | 0.01 | 0.36 | 235 |
| Vendor | | 0.01 | 0.01 | 0.37 | 0.07 | < 0.005 | < 0.005 | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | | 231 | 231 | < 0.005 | 0.03 | 0.21 | 241 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.11. Building Construction (2028) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.18 | 0.99 | 8.92 | 12.9 | 0.02 | 0.3 | | 0.3 | 0.28 | | 0.28 | | 2397 | 2397 | 0.1 | 0.02 | | 2406 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.18 | 0.99 | 8.92 | 12.9 | 0.02 | 0.3 | | 0.3 | 0.28 | | 0.28 | | 2397 | 2397 | 0.1 | 0.02 | | 2406 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.85 | 0.71 | 6.39 | 9.26 | 0.02 | 0.22 | | 0.22 | 0.2 | | 0.2 | | 1717 | 1717 | 0.07 | 0.01 | | 1723 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.15 | 0.13 | 1.17 | 1.69 | < 0.005 | 0.04 | | 0.04 | 0.04 | | 0.04 | | 284 | 284 | 0.01 | < 0.005 | | 285 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.84 | 0.83 | 0.51 | 10.2 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | | 2089 | 2089 | 0.03 | 0.08 | 6.47 | 2119 |
| Vendor | | 0.06 | 0.05 | 2.55 | 0.47 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | | 1904 | 1904 | < 0.005 | 0.29 | 3.64 | 1996 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.77 | 0.69 | 0.66 | 7.97 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | | 1881 | 1881 | 0.04 | 0.08 | 0.17 | 1906 |
| Vendor | | 0.06 | 0.04 | 2.69 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | | 1905 | 1905 | < 0.005 | 0.29 | 0.09 | 1992 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.56 | 0.54 | 0.42 | 5.85 | 0 | 0 | 85 | 85 | 0 | 8.66 | 8.66 | | 1376 | 1376 | 0.03 | 0.06 | 2 | 1396 |
| Vendor | | 0.04 | 0.03 | 1.9 | 0.34 | 0.01 | 0.01 | 17.1 | 17.1 | 0.01 | 1.76 | 1.77 | | 1364 | 1364 | < 0.005 | 0.21 | 1.12 | 1428 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.1 | 0.1 | 0.08 | 1.07 | 0 | 0 | 15.5 | 15.5 | 0 | 1.58 | 1.58 | | 228 | 228 | < 0.005 | 0.01 | 0.33 | 231 |
| Vendor | | 0.01 | 0.01 | 0.35 | 0.06 | < 0.005 | < 0.005 | 3.12 | 3.12 | < 0.005 | 0.32 | 0.32 | | 226 | 226 | < 0.005 | 0.03 | 0.19 | 236 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.12. Building Construction (2028) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | 2397 | 2397 | 0.1 | 0.02 | | 2406 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | 2397 | 2397 | 0.1 | 0.02 | | 2406 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.25 | 0.24 | 2.02 | 10.6 | 0.02 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 1717 | 1717 | 0.07 | 0.01 | | 1723 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.05 | 0.04 | 0.37 | 1.94 | < 0.005 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 284 | 284 | 0.01 | < 0.005 | | 285 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.84 | 0.83 | 0.51 | 10.2 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | 2089 | 2089 | 0.03 | 0.08 | 6.47 | 2119 |
| Vendor | | 0.06 | 0.05 | 2.55 | 0.47 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | 1904 | 1904 | < 0.005 | 0.29 | 3.64 | 1996 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.77 | 0.69 | 0.66 | 7.97 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | 1881 | 1881 | 0.04 | 0.08 | 0.17 | 1906 |
| Vendor | | 0.06 | 0.04 | 2.69 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | 1905 | 1905 | < 0.005 | 0.29 | 0.09 | 1992 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.56 | 0.54 | 0.42 | 5.85 | 0 | 0 | 85 | 85 | 0 | 8.66 | 8.66 | 1376 | 1376 | 0.03 | 0.06 | 2 | 1396 |
| Vendor | | 0.04 | 0.03 | 1.9 | 0.34 | 0.01 | 0.01 | 17.1 | 17.1 | 0.01 | 1.76 | 1.77 | 1364 | 1364 | < 0.005 | 0.21 | 1.12 | 1428 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.1 | 0.1 | 0.08 | 1.07 | 0 | 0 | 15.5 | 15.5 | 0 | 1.58 | 1.58 | 228 | 228 | < 0.005 | 0.01 | 0.33 | 231 |
| Vendor | | 0.01 | 0.01 | 0.35 | 0.06 | < 0.005 | < 0.005 | 3.12 | 3.12 | < 0.005 | 0.32 | 0.32 | 226 | 226 | < 0.005 | 0.03 | 0.19 | 236 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.13. Building Construction (2029) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.15 | 0.97 | 8.58 | 12.9 | 0.02 | 0.28 | 0.28 | 0.25 | 0.25 | 0.25 | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.15 | 0.97 | 8.58 | 12.9 | 0.02 | 0.28 | 0.28 | 0.25 | 0.25 | 0.25 | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.57 | 0.48 | 4.25 | 6.39 | 0.01 | 0.14 | 0.14 | 0.13 | 0.13 | 0.13 | 1187 | 1187 | 0.05 | 0.01 | | 1191 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.1 | 0.09 | 0.78 | 1.17 | < 0.005 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 196 | 196 | 0.01 | < 0.005 | | 197 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.81 | 0.74 | 0.44 | 9.57 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | 2054 | 2054 | 0.03 | 0.08 | 5.84 | 2083 |
| Vendor | | 0.06 | 0.05 | 2.39 | 0.46 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | 1850 | 1850 | < 0.005 | 0.28 | 3.25 | 1938 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.75 | 0.67 | 0.59 | 7.46 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | 1850 | 1850 | 0.04 | 0.08 | 0.15 | 1874 |
| Vendor | | 0.06 | 0.04 | 2.52 | 0.48 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | 1851 | 1851 | < 0.005 | 0.28 | 0.08 | 1935 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.37 | 0.33 | 0.29 | 3.77 | 0 | 0 | 58.7 | 58.7 | 0 | 5.99 | 5.99 | 935 | 935 | 0.02 | 0.04 | 1.25 | 948 |
| Vendor | | 0.03 | 0.02 | 1.24 | 0.23 | 0.01 | 0.01 | 11.8 | 11.8 | 0.01 | 1.22 | 1.22 | 916 | 916 | < 0.005 | 0.14 | 0.7 | 958 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.07 | 0.06 | 0.05 | 0.69 | 0 | 0 | 10.7 | 10.7 | 0 | 1.09 | 1.09 | 155 | 155 | < 0.005 | 0.01 | 0.21 | 157 |
| Vendor | | 0.01 | < 0.005 | 0.23 | 0.04 | < 0.005 | < 0.005 | 2.16 | 2.16 | < 0.005 | 0.22 | 0.22 | 152 | 152 | < 0.005 | 0.02 | 0.12 | 159 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.14. Building Construction (2029) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | | 0.07 | 0.07 | | 0.07 | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | | 0.07 | 0.07 | | 0.07 | 2397 | 2397 | 0.1 | 0.02 | | 2405 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.17 | 0.16 | 1.39 | 7.34 | 0.01 | 0.04 | | 0.04 | 0.04 | | 0.04 | 1187 | 1187 | 0.05 | 0.01 | | 1191 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.03 | 0.03 | 0.25 | 1.34 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | 196 | 196 | 0.01 | < 0.005 | | 197 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.81 | 0.74 | 0.44 | 9.57 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | 2054 | 2054 | 0.03 | 0.08 | 5.84 | 2083 |
| Vendor | | 0.06 | 0.05 | 2.39 | 0.46 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | 1850 | 1850 | < 0.005 | 0.28 | 3.25 | 1938 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.75 | 0.67 | 0.59 | 7.46 | 0 | 0 | 122 | 122 | 0 | 12.4 | 12.4 | 1850 | 1850 | 0.04 | 0.08 | 0.15 | 1874 |
| Vendor | | 0.06 | 0.04 | 2.52 | 0.48 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | 1851 | 1851 | < 0.005 | 0.28 | 0.08 | 1935 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.37 | 0.33 | 0.29 | 3.77 | 0 | 0 | 58.7 | 58.7 | 0 | 5.99 | 5.99 | 935 | 935 | 0.02 | 0.04 | 1.25 | 948 |
| Vendor | | 0.03 | 0.02 | 1.24 | 0.23 | 0.01 | 0.01 | 11.8 | 11.8 | 0.01 | 1.22 | 1.22 | 916 | 916 | < 0.005 | 0.14 | 0.7 | 958 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.07 | 0.06 | 0.05 | 0.69 | 0 | 0 | 10.7 | 10.7 | 0 | 1.09 | 1.09 | 155 | 155 | < 0.005 | 0.01 | 0.21 | 157 |
| Vendor | | 0.01 | < 0.005 | 0.23 | 0.04 | < 0.005 | < 0.005 | 2.16 | 2.16 | < 0.005 | 0.22 | 0.22 | 152 | 152 | < 0.005 | 0.02 | 0.12 | 159 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.15. Paving (2029) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.8 | 0.67 | 6.46 | 9.92 | 0.01 | 0.24 | | 0.24 | 0.22 | | 0.22 | 1511 | 1511 | 0.06 | 0.01 | | 1516 |
| Paving | | | 2.39 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.8 | 0.67 | 6.46 | 9.92 | 0.01 | 0.24 | | 0.24 | 0.22 | | 0.22 | 1511 | 1511 | 0.06 | 0.01 | | 1516 |
| Paving | | | 2.39 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.16 | 0.13 | 1.27 | 1.96 | < 0.005 | 0.05 | | 0.05 | 0.04 | | 0.04 | 298 | 298 | 0.01 | < 0.005 | | 299 |
| Paving | | | 0.47 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.03 | 0.02 | 0.23 | 0.36 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | 49.3 | 49.3 | < 0.005 | < 0.005 | | 49.5 |
| Paving | | | 0.09 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.06 | 0.06 | 0.03 | 0.73 | 0 | 0 | 9.3 | 9.3 | 0 | 0.95 | 0.95 | 157 | 157 | < 0.005 | 0.01 | 0.44 | 159 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.06 | 0.05 | 0.05 | 0.57 | 0 | 0 | 9.3 | 9.3 | 0 | 0.95 | 0.95 | 141 | 141 | < 0.005 | 0.01 | 0.01 | 143 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.01 | 0.01 | 0.01 | 0.11 | 0 | 0 | 1.78 | 1.78 | 0 | 0.18 | 0.18 | 28.4 | 28.4 | < 0.005 | < 0.005 | 0.04 | 28.8 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.02 | 0 | 0 | 0.33 | 0.33 | 0 | 0.03 | 0.03 | 4.7 | 4.7 | < 0.005 | < 0.005 | 0.01 | 4.77 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.16. Paving (2029) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.16 | 0.16 | 1.93 | 10.6 | 0.01 | 0.03 | | 0.03 | 0.03 | | 0.03 | 1511 | 1511 | 0.06 | 0.01 | | 1516 |
| Paving | | | 2.39 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.16 | 0.16 | 1.93 | 10.6 | 0.01 | 0.03 | | 0.03 | 0.03 | | 0.03 | 1511 | 1511 | 0.06 | 0.01 | | 1516 |
| Paving | | | 2.39 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.03 | 0.03 | 0.38 | 2.09 | < 0.005 | | 0.01 | | 0.01 | 0.01 | | 0.01 | 298 | 298 | 0.01 | < 0.005 | | 299 |
| Paving | | | 0.47 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.01 | 0.01 | 0.07 | 0.38 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | 49.3 | 49.3 | < 0.005 | < 0.005 | | 49.5 |
| Paving | | | 0.09 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.06 | 0.06 | 0.03 | 0.73 | 0 | 0 | 9.3 | 9.3 | 0 | 0.95 | 0.95 | 157 | 157 | < 0.005 | 0.01 | 0.44 | 159 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.06 | 0.05 | 0.05 | 0.57 | 0 | 0 | 9.3 | 9.3 | 0 | 0.95 | 0.95 | 141 | 141 | < 0.005 | 0.01 | 0.01 | 143 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.01 | 0.01 | 0.01 | 0.11 | 0 | 0 | 1.78 | 1.78 | 0 | 0.18 | 0.18 | 28.4 | 28.4 | < 0.005 | < 0.005 | 0.04 | 28.8 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.02 | 0 | 0 | 0.33 | 0.33 | 0 | 0.03 | 0.03 | 4.7 | 4.7 | < 0.005 | < 0.005 | 0.01 | 4.77 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.17. Architectural Coating (2029) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.12 | 0.1 | 0.79 | 1.11 | < 0.005 | | 0.01 | | 0.01 | 0.01 | | 0.01 | 134 | 134 | 0.01 | < 0.005 | | 134 |
| Architectural Coatings | | | 129 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | < 0.005 | < 0.005 | | 0.02 | 0.03 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | 3.14 | 3.14 | < 0.005 | < 0.005 | | 3.15 |
| Architectural Coatings | | | 3.02 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | 0.52 | 0.52 | < 0.005 | < 0.005 | | 0.52 |
| Architectural Coatings | | | 0.55 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.15 | 0.13 | 0.12 | 1.49 | 0 | 0 | 24.4 | 24.4 | 0 | 2.49 | 2.49 | 370 | 370 | 0.01 | 0.02 | 0.03 | 375 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.04 | 0 | 0 | 0.56 | 0.56 | 0 | 0.06 | 0.06 | 8.87 | 8.87 | < 0.005 | < 0.005 | 0.01 | 9 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.01 | 0 | 0 | 0.1 | 0.1 | 0 | 0.01 | 0.01 | 1.47 | 1.47 | < 0.005 | < 0.005 | < 0.005 | 1.49 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.18. Architectural Coating (2029) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.02 | 0.02 | 0.65 | 0.96 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | | < 0.005 | | 134 | 134 | 0.01 | < 0.005 | | 134 |
| Architectural Coatings | | | 129 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | < 0.005 | < 0.005 | | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | | < 0.005 | | 3.14 | 3.14 | < 0.005 | < 0.005 | | 3.15 |
| Architectural Coatings | | | 3.02 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | 0.52 | 0.52 | < 0.005 | < 0.005 | | 0.52 |
| Architectural Coatings | | | 0.55 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.15 | 0.13 | 0.12 | 1.49 | 0 | 0 | 24.4 | 24.4 | 0 | 2.49 | 2.49 | 370 | 370 | 0.01 | 0.02 | 0.03 | 375 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.04 | 0 | 0 | 0.56 | 0.56 | 0 | 0.06 | 0.06 | 8.87 | 8.87 | < 0.005 | < 0.005 | 0.01 | 9 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.01 | 0 | 0 | 0.1 | 0.1 | 0 | 0.01 | 0.01 | 1.47 | 1.47 | < 0.005 | < 0.005 | < 0.005 | 1.49 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.19. Architectural Coating (2030) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.12 | 0.1 | 0.78 | 1.11 | < 0.005 | | 0.01 | | 0.01 | 0.01 | | 0.01 | 134 | 134 | 0.01 | < 0.005 | | 134 |
| Architectural Coatings | | | 129 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.02 | 0.02 | 0.14 | 0.19 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | 23 | 23 | < 0.005 | < 0.005 | | 23.1 |
| Architectural Coatings | | | 22.2 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | < 0.005 | < 0.005 | | 0.02 | 0.03 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | 3.81 | 3.81 | < 0.005 | < 0.005 | | 3.82 |
| Architectural Coatings | | | 4.04 | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.14 | 0.13 | 0.1 | 1.4 | 0 | 0 | 24.4 | 24.4 | 0 | 2.49 | 2.49 | 364 | 364 | 0.01 | 0.02 | 0.03 | 369 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.02 | 0.02 | 0.02 | 0.25 | 0 | 0 | 4.09 | 4.09 | 0 | 0.42 | 0.42 | 64 | 64 | < 0.005 | < 0.005 | 0.08 | 64.9 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.04 | 0 | 0 | 0.75 | 0.75 | 0 | 0.08 | 0.08 | 10.6 | 10.6 | < 0.005 | < 0.005 | 0.01 | 10.7 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.20. Architectural Coating (2030) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.02 | 0.02 | 0.65 | 0.96 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | 134 | 134 | 0.01 | < 0.005 | | 134 |
| Architectural Coatings | | | 129 | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | < 0.005 | < 0.005 | | 0.11 | 0.17 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | 23 | 23 | < 0.005 | < 0.005 | | 23.1 |
| Architectural Coatings | | | 22.2 | | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | < 0.005 | < 0.005 | | 0.02 | 0.03 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | 3.81 | 3.81 | < 0.005 | < 0.005 | | 3.82 |
| Architectural Coatings | | | 4.04 | | | | | | | | | | | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Worker | | 0.14 | 0.13 | 0.1 | 1.4 | 0 | 0 | 24.4 | 24.4 | 0 | 2.49 | 2.49 | | 364 | 364 | 0.01 | 0.02 | 0.03 | 369 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | | |
| Worker | | 0.02 | 0.02 | 0.02 | 0.25 | 0 | 0 | 4.09 | 4.09 | 0 | 0.42 | 0.42 | | 64 | 64 | < 0.005 | < 0.005 | 0.08 | 64.9 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.04 | 0 | 0 | 0.75 | 0.75 | 0 | 0.08 | 0.08 | | 10.6 | 10.6 | < 0.005 | < 0.005 | 0.01 | 10.7 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.21. Linear, Grubbing & Land Clearing (2025) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.93 | 0.78 | 6.78 | 6.98 | 0.01 | 0.42 | | 0.42 | 0.39 | | 0.39 | | 981 | 981 | 0.04 | 0.01 | | 984 |
| Dust From Material Movement | | | | | | | | 0.41 | 0.41 | | 0.04 | 0.04 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.09 | 0.07 | 0.65 | 0.67 | < 0.005 | 0.04 | | 0.04 | 0.04 | | 0.04 | | 94 | 94 | < 0.005 | < 0.005 | | 94.4 |
| Dust From Material Movement | | | | | | | | 0.04 | 0.04 | | < 0.005 | < 0.005 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.02 | 0.01 | 0.12 | 0.12 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | | 15.6 | 15.6 | < 0.005 | < 0.005 | | 15.6 |
| Dust From Material Movement | | | | | | | | 0.01 | 0.01 | | < 0.005 | < 0.005 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | | |
| Worker | | 0.31 | 0.29 | 0.2 | 3.77 | 0 | 0 | 37.2 | 37.2 | 0 | 3.79 | 3.79 | | 673 | 673 | 0.03 | 0.02 | 2.6 | 684 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | | |
| Worker | | 0.03 | 0.02 | 0.02 | 0.29 | 0 | 0 | 3.47 | 3.47 | 0 | 0.35 | 0.35 | | 59.3 | 59.3 | < 0.005 | < 0.005 | 0.11 | 60.2 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | | 0.05 | 0 | 0 | 0.63 | 0.63 | 0 | 0.06 | 0.06 | | 9.82 | 9.82 | < 0.005 | < 0.005 | 0.02 | 9.96 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.22. Linear, Grubbing & Land Clearing (2025) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.11 | 0.11 | 1.67 | 6.86 | 0.01 | 0.02 | | 0.02 | 0.02 | | 0.02 | | 981 | 981 | 0.04 | 0.01 | | 984 |
| Dust From Material Movement | | | | | | | | 0.41 | 0.41 | | 0.04 | 0.04 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.01 | 0.01 | 0.16 | 0.66 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | | 94 | 94 | < 0.005 | < 0.005 | | 94.4 |
| Dust From Material Movement | | | | | | | | 0.04 | 0.04 | | < 0.005 | < 0.005 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | < 0.005 | < 0.005 | | 0.03 | 0.12 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | 15.6 | 15.6 | < 0.005 | < 0.005 | | 15.6 |
| Dust From Material Movement | | | | | | | | | 0.01 | 0.01 | | < 0.005 | < 0.005 | | | | | |
| Onsite truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | 0.31 | 0.29 | 0.2 | 3.77 | 0 | 0 | 37.2 | 37.2 | 0 | 3.79 | 3.79 | | 673 | 673 | 0.03 | 0.02 | 2.6 | 684 |
| Vendor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | 0.03 | 0.02 | 0.02 | 0.29 | 0 | 0 | 3.47 | 3.47 | 0 | 0.35 | 0.35 | | 59.3 | 59.3 | < 0.005 | < 0.005 | 0.11 | 60.2 |
| Vendor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.05 | 0 | 0 | 0.63 | 0.63 | 0 | 0.06 | 0.06 | | 9.82 | 9.82 | < 0.005 | < 0.005 | 0.02 | 9.96 |
| Vendor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.23. Linear, Grading & Excavation (2025) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 7.41 | 6.23 | 54.6 | 58.8 | 0.12 | 2.41 | | 2.41 | 2.22 | | 2.22 | 12991 | 12991 | 0.53 | 0.11 | | 13036 |
| Dust From Material Movement | | | | | | | | 2.48 | 2.48 | | 0.27 | 0.27 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.71 | 0.6 | 5.23 | 5.64 | 0.01 | 0.23 | | 0.23 | 0.21 | | 0.21 | 1246 | 1246 | 0.05 | 0.01 | | 1250 |
| Dust From Material Movement | | | | | | | | 0.24 | 0.24 | | 0.03 | 0.03 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.13 | 0.11 | 0.96 | 1.03 | < 0.005 | 0.04 | | 0.04 | 0.04 | | 0.04 | 206 | 206 | 0.01 | < 0.005 | | 207 |
| Dust From Material Movement | | | | | | | | 0.04 | 0.04 | | < 0.005 | < 0.005 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.57 | 0.53 | 0.36 | 6.92 | 0 | 0 | 68.2 | 68.2 | 0 | 6.95 | 6.95 | | 1234 | 1234 | 0.06 | 0.04 | 4.77 | 1253 |
| Vendor | < 0.005 | < 0.005 | | 0.1 | 0.02 | < 0.005 | < 0.005 | | 0.77 | 0.77 | < 0.005 | 0.08 | 0.08 | | 63 | 63 | < 0.005 | 0.01 | 0.15 | 66 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.05 | 0.05 | 0.04 | 0.53 | 0 | 0 | 6.36 | 6.36 | 0 | 0.65 | 0.65 | | 109 | 109 | < 0.005 | < 0.005 | 0.2 | 110 |
| Vendor | < 0.005 | < 0.005 | | 0.01 | < 0.005 | < 0.005 | < 0.005 | | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | | 6.04 | 6.04 | < 0.005 | < 0.005 | 0.01 | 6.32 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.01 | 0.01 | 0.01 | 0.1 | 0 | 0 | 1.16 | 1.16 | 0 | 0.12 | 0.12 | | 18 | 18 | < 0.005 | < 0.005 | 0.03 | 18.3 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | | 1 | 1 | < 0.005 | < 0.005 | < 0.005 | 1.05 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

3.24. Linear, Grading & Excavation (2025) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.31 | 1.31 | 12.3 | 75.1 | 0.12 | 0.24 | | 0.24 | 0.24 | | 0.24 | 12991 | 12991 | 0.53 | 0.11 | | 13036 |
| Dust From Material Movement | | | | | | | | 2.48 | 2.48 | | 0.27 | 0.27 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.13 | 0.13 | 1.18 | 7.2 | 0.01 | 0.02 | | 0.02 | 0.02 | | 0.02 | 1246 | 1246 | 0.05 | 0.01 | | 1250 |
| Dust From Material Movement | | | | | | | | 0.24 | 0.24 | | 0.03 | 0.03 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.02 | 0.02 | 0.22 | 1.31 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | 206 | 206 | 0.01 | < 0.005 | | 207 |
| Dust From Material Movement | | | | | | | | 0.04 | 0.04 | | < 0.005 | < 0.005 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.57 | 0.53 | 0.36 | 6.92 | 0 | 0 | 68.2 | 68.2 | 0 | 6.95 | 6.95 | | 1234 | 1234 | 0.06 | 0.04 | 4.77 | 1253 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | < 0.005 | < 0.005 | | 0.1 | 0.02 | < 0.005 | < 0.005 | | 0.77 | 0.77 | < 0.005 | 0.08 | 0.08 | 63 | 63 | < 0.005 | 0.01 | 0.15 | 66 | | |
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | | | | |
| Worker | 0.05 | 0.05 | 0.04 | 0.53 | 0 | 0 | 6.36 | 6.36 | 0 | 0.65 | 0.65 | 109 | 109 | < 0.005 | < 0.005 | 0.2 | 110 | | | | |
| Vendor | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | 6.04 | 6.04 | < 0.005 | < 0.005 | 0.01 | 6.32 | | | | |
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Annual | | | | | | | | | | | | | | | | | | | | | |
| Worker | 0.01 | 0.01 | 0.01 | 0.1 | 0 | 0 | 1.16 | 1.16 | 0 | 0.12 | 0.12 | 18 | 18 | < 0.005 | < 0.005 | 0.03 | 18.3 | | | | |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | 1 | 1 | < 0.005 | < 0.005 | < 0.005 | 1.05 | | | | |
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

3.25. Linear, Drainage, Utilities, & Sub-Grade (2025) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 5.99 | 5.02 | 45.9 | 47.3 | 0.11 | 1.83 | | 1.83 | 1.68 | | 1.68 | 11387 | 11387 | 0.46 | 0.09 | | 11426 |
| Dust From Material Movement | | | | | | | | 2.07 | 2.07 | | 0.22 | 0.22 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.57 | 0.48 | 4.4 | 4.53 | 0.01 | 0.18 | | 0.18 | 0.16 | | 0.16 | 1092 | 1092 | 0.04 | 0.01 | | 1096 |
| Dust From Material Movement | | | | | | | | 0.2 | 0.2 | | 0.02 | 0.02 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.1 | 0.09 | 0.8 | 0.83 | < 0.005 | 0.03 | | 0.03 | 0.03 | | 0.03 | 181 | 181 | 0.01 | < 0.005 | | 181 |
| Dust From Material Movement | | | | | | | | 0.04 | 0.04 | | < 0.005 | < 0.005 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.52 | 0.48 | 0.33 | 6.29 | 0 | 0 | 62 | 62 | 0 | 6.32 | 6.32 | 1122 | 1122 | 0.05 | 0.04 | 4.34 | 1139 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.05 | 0.04 | 0.04 | 0.48 | 0 | 0 | 5.78 | 5.78 | 0 | 0.59 | 0.59 | 98.9 | 98.9 | < 0.005 | < 0.005 | 0.18 | 100 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.01 | 0.01 | 0.01 | 0.09 | 0 | 0 | 1.05 | 1.05 | 0 | 0.11 | 0.11 | 16.4 | 16.4 | < 0.005 | < 0.005 | 0.03 | 16.6 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.26. Linear, Drainage, Utilities, & Sub-Grade (2025) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 1.58 | 1.49 | 10.3 | 63.2 | 0.11 | 0.34 | | 0.34 | 0.33 | | 0.33 | 11387 | 11387 | 0.46 | 0.09 | | 11426 |
| Dust From Material Movement | | | | | | | | 2.07 | 2.07 | | 0.22 | 0.22 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.15 | 0.14 | 0.98 | 6.06 | 0.01 | 0.03 | | 0.03 | 0.03 | | 0.03 | 1092 | 1092 | 0.04 | 0.01 | | 1096 |
| Dust From Material Movement | | | | | | | | 0.2 | 0.2 | | 0.02 | 0.02 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.03 | 0.03 | 0.18 | 1.11 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | 181 | 181 | 0.01 | < 0.005 | | 181 |
| Dust From Material Movement | | | | | | | | 0.04 | 0.04 | | < 0.005 | < 0.005 | | | | | | |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.52 | 0.48 | 0.33 | 6.29 | 0 | 0 | 62 | 62 | 0 | 6.32 | 6.32 | 1122 | 1122 | 0.05 | 0.04 | 4.34 | 1139 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.05 | 0.04 | 0.04 | 0.48 | 0 | 0 | 5.78 | 5.78 | 0 | 0.59 | 0.59 | 98.9 | 98.9 | < 0.005 | < 0.005 | 0.18 | 100 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0 | 0 | 1.05 | 1.05 | 0 | 0.11 | 0.11 | 16.4 | 16.4 | < 0.005 | < 0.005 | 0.03 | 16.6 |
| Vendor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.27. Linear, Paving (2025) - Unmitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 2.11 | 1.78 | 15.4 | 21.6 | 0.03 | 0.68 | | 0.68 | 0.62 | | 0.62 | 3240 | 3240 | 0.13 | 0.03 | | 3251 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 2.11 | 1.78 | 15.4 | 21.6 | 0.03 | 0.68 | | 0.68 | 0.62 | | 0.62 | 3240 | 3240 | 0.13 | 0.03 | | 3251 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.2 | 0.17 | 1.48 | 2.07 | < 0.005 | 0.07 | | 0.07 | 0.06 | | 0.06 | 311 | 311 | 0.01 | < 0.005 | | 312 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.04 | 0.03 | 0.27 | 0.38 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | 51.4 | 51.4 | < 0.005 | < 0.005 | | 51.6 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.44 | 0.41 | 0.28 | 5.35 | 0 | 0 | 52.7 | 52.7 | 0 | 5.37 | 5.37 | 953 | 953 | 0.04 | 0.03 | 3.69 | 968 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.4 | 0.36 | 0.38 | 4.21 | 0 | 0 | 52.7 | 52.7 | 0 | 5.37 | 5.37 | 858 | 858 | 0.02 | 0.03 | 0.1 | 869 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.04 | 0.04 | 0.03 | 0.41 | 0 | 0 | 4.91 | 4.91 | 0 | 0.5 | 0.5 | 84.1 | 84.1 | < 0.005 | < 0.005 | 0.15 | 85.2 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Worker | | 0.01 | 0.01 | 0.01 | 0.08 | 0 | 0 | 0.9 | 0.9 | 0 | 0.09 | 0.09 | 13.9 | 13.9 | < 0.005 | < 0.005 | 0.03 | 14.1 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.28. Linear, Paving (2025) - Mitigated

| Location | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.36 | 0.36 | 5.16 | 22.7 | 0.03 | 0.06 | | 0.06 | 0.06 | | 0.06 | 3240 | 3240 | 0.13 | 0.03 | | 3251 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.36 | 0.36 | 5.16 | 22.7 | 0.03 | 0.06 | | 0.06 | 0.06 | | 0.06 | 3240 | 3240 | 0.13 | 0.03 | | 3251 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.03 | 0.03 | 0.49 | 2.17 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | 311 | 311 | 0.01 | < 0.005 | | 312 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |
| Off-Road Equipment | | 0.01 | 0.01 | 0.09 | 0.4 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | | < 0.005 | 51.4 | 51.4 | < 0.005 | < 0.005 | | 51.6 |
| Onsite truck | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Offsite | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.44 | 0.41 | 0.28 | 5.35 | 0 | 0 | 52.7 | 52.7 | 0 | 5.37 | 5.37 | 953 | 953 | 0.04 | 0.03 | 3.69 | 968 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Worker | | 0.4 | 0.36 | 0.38 | 4.21 | 0 | 0 | 52.7 | 52.7 | 0 | 5.37 | 5.37 | 858 | 858 | 0.02 | 0.03 | 0.1 | 869 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Worker | | 0.04 | 0.04 | 0.03 | 0.41 | 0 | 0 | 4.91 | 4.91 | 0 | 0.5 | 0.5 | 84.1 | 84.1 | < 0.005 | < 0.005 | 0.15 | 85.2 |
| Vendor | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.01 | 0.01 | 0.01 | 0.08 | 0 | 0 | 0.9 | 0.9 | 0 | 0.09 | 0.09 | | 13.9 | 13.9 | < 0.005 | < 0.005 | | 0.03 | 14.1 |
| Vendor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hauling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

| Vegetation | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

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

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

| Species | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Avoided | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Sequestered | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Removed | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Avoided | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Sequestered | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Removed | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Avoided | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Sequestered | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Removed | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

| Vegetation | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

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

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

| Species | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Avoided | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Sequestered | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Removed | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Avoided | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Sequestered | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Removed | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Avoided | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Sequestered | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Removed | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |

5. Activity Data

5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Site Preparation | Site Preparation | 4/1/2025 | 5/23/2025 | 5 | 39 | |
| Grading | Grading | 5/24/2025 | 10/14/2025 | 5 | 102 | |
| Building Construction | Building Construction | 10/15/2025 | 9/10/2029 | 5 | 1019 | |
| Paving | Paving | 9/11/2029 | 12/19/2029 | 5 | 72 | |
| Architectural Coating | Architectural Coating | 12/20/2029 | 3/29/2030 | 5 | 72 | |
| Linear, Grubbing & Land Clearing | Linear, Grubbing & Land Clearing | 4/1/2025 | 5/19/2025 | 5 | 35 | |
| Linear, Grading & Excavation | Linear, Grading & Excavation | 5/20/2025 | 7/7/2025 | 5 | 35 | |
| Linear, Drainage, Utilities, & Sub-Grad | Linear, Drainage, Utilities, & Sub-Grade | 7/8/2025 | 8/25/2025 | 5 | 35 | |
| Linear, Paving | Linear, Paving | 8/26/2025 | 10/13/2025 | 5 | 35 | |

5.2. Off-Road Equipment

5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | Diesel | Average | 3 | 8 | 367 | 0.4 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Average | 4 | 8 | 84 | 0.37 |
| Grading | Graders | Diesel | Average | 1 | 8 | 148 | 0.41 |
| Grading | Excavators | Diesel | Average | 2 | 8 | 36 | 0.38 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Average | 2 | 8 | 84 | 0.37 |
| Grading | Scrapers | Diesel | Average | 2 | 8 | 423 | 0.48 |
| Grading | Rubber Tired Dozers | Diesel | Average | 1 | 8 | 367 | 0.4 |
| Building Construction | Forklifts | Diesel | Average | 3 | 8 | 82 | 0.2 |
| Building Construction | Generator Sets | Diesel | Average | 1 | 8 | 14 | 0.74 |
| Building Construction | Cranes | Diesel | Average | 1 | 7 | 367 | 0.29 |
| Building Construction | Welders | Diesel | Average | 1 | 8 | 46 | 0.45 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 3 | 7 | 84 | 0.37 |
| Paving | Pavers | Diesel | Average | 2 | 8 | 81 | 0.42 |
| Paving | Paving Equipment | Diesel | Average | 2 | 8 | 89 | 0.36 |
| Paving | Rollers | Diesel | Average | 2 | 8 | 36 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Average | 1 | 6 | 37 | 0.48 |
| Linear, Grubbing & Land Clearing | Signal Boards | Electric | Average | 20 | 8 | 6 | 0.82 |
| Linear, Grubbing & Land Clearing | Crawler Tractors | Diesel | Average | 2 | 8 | 87 | 0.43 |
| Linear, Grubbing & Land Clearing | Excavators | Diesel | Average | 2 | 8 | 36 | 0.38 |
| Linear, Grading & Excavation | Excavators | Diesel | Average | 6 | 8 | 36 | 0.38 |
| Linear, Grading & Excavation | Crawler Tractors | Diesel | Average | 2 | 8 | 87 | 0.43 |
| Linear, Grading & Excavation | Graders | Diesel | Average | 2 | 8 | 148 | 0.41 |
| Linear, Grading & Excavation | Rollers | Diesel | Average | 4 | 8 | 36 | 0.38 |
| Linear, Grading & Excavation | Signal Boards | Electric | Average | 20 | 8 | 6 | 0.82 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Linear, Grading & Excavation | Tractors/Loaders/Backhoes | Diesel | Average | 4 | 8 | 84 | 0.37 |
| Linear, Grading & Excavation | Rubber Tired Loaders | Diesel | Average | 2 | 8 | 150 | 0.36 |
| Linear, Grading & Excavation | Scrapers | Diesel | Average | 4 | 8 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grad | Scrapers | Diesel | Average | 4 | 8 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grad | Rough Terrain Forklifts | Diesel | Average | 2 | 8 | 96 | 0.4 |
| Linear, Drainage, Utilities, & Sub-Grad | Signal Boards | Electric | Average | 20 | 8 | 6 | 0.82 |
| Linear, Drainage, Utilities, & Sub-Grad | Tractors/Loaders/Backhoes | Diesel | Average | 4 | 8 | 84 | 0.37 |
| Linear, Drainage, Utilities, & Sub-Grad | Graders | Diesel | Average | 2 | 8 | 148 | 0.41 |
| Linear, Drainage, Utilities, & Sub-Grad | Plate Compactors | Diesel | Average | 2 | 8 | 8 | 0.43 |
| Linear, Drainage, Utilities, & Sub-Grad | Pumps | Diesel | Average | 2 | 8 | 11 | 0.74 |
| Linear, Drainage, Utilities, & Sub-Grad | Air Compressors | Diesel | Average | 2 | 8 | 37 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grad | Generator Sets | Diesel | Average | 2 | 8 | 14 | 0.74 |
| Linear, Paving | Rollers | Diesel | Average | 6 | 8 | 36 | 0.38 |
| Linear, Paving | Paving Equipment | Diesel | Average | 2 | 8 | 89 | 0.36 |
| Linear, Paving | Pavers | Diesel | Average | 2 | 8 | 81 | 0.42 |
| Linear, Paving | Tractors/Loaders/Backhoes | Diesel | Average | 4 | 8 | 84 | 0.37 |
| Linear, Paving | Signal Boards | Electric | Average | 20 | 8 | 6 | 0.82 |

5.2.2. Mitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | Diesel | Tier 4 Final | 3 | 8 | 367 | 0.4 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4 | 8 | 84 | 0.37 |
| Grading | Graders | Diesel | Tier 4 Final | 1 | 8 | 148 | 0.41 |
| Grading | Excavators | Diesel | Tier 4 Final | 2 | 8 | 36 | 0.38 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 2 | 8 | 84 | 0.37 |
| Grading | Scrapers | Diesel | Tier 4 Final | 2 | 8 | 423 | 0.48 |
| Grading | Rubber Tired Dozers | Diesel | Tier 4 Final | 1 | 8 | 367 | 0.4 |
| Building Construction | Forklifts | Diesel | Tier 4 Final | 3 | 8 | 82 | 0.2 |
| Building Construction | Generator Sets | Diesel | Average | 1 | 8 | 14 | 0.74 |
| Building Construction | Cranes | Diesel | Tier 4 Final | 1 | 7 | 367 | 0.29 |
| Building Construction | Welders | Diesel | Tier 4 Final | 1 | 8 | 46 | 0.45 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 3 | 7 | 84 | 0.37 |
| Paving | Pavers | Diesel | Tier 4 Final | 2 | 8 | 81 | 0.42 |
| Paving | Paving Equipment | Diesel | Tier 4 Final | 2 | 8 | 89 | 0.36 |
| Paving | Rollers | Diesel | Tier 4 Final | 2 | 8 | 36 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Tier 4 Final | 1 | 6 | 37 | 0.48 |
| Linear, Grubbing & Land Clearing | Signal Boards | Electric | Average | 20 | 8 | 6 | 0.82 |
| Linear, Grubbing & Land Clearing | Crawler Tractors | Diesel | Tier 4 Final | 2 | 8 | 87 | 0.43 |
| Linear, Grubbing & Land Clearing | Excavators | Diesel | Tier 4 Final | 2 | 8 | 36 | 0.38 |
| Linear, Grading & Excavation | Excavators | Diesel | Tier 4 Final | 6 | 8 | 36 | 0.38 |
| Linear, Grading & Excavation | Crawler Tractors | Diesel | Tier 4 Final | 2 | 8 | 87 | 0.43 |
| Linear, Grading & Excavation | Graders | Diesel | Tier 4 Final | 2 | 8 | 148 | 0.41 |
| Linear, Grading & Excavation | Rollers | Diesel | Tier 4 Final | 4 | 8 | 36 | 0.38 |
| Linear, Grading & Excavation | Signal Boards | Electric | Average | 20 | 8 | 6 | 0.82 |
| Linear, Grading & Excavation | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4 | 8 | 84 | 0.37 |
| Linear, Grading & Excavation | Rubber Tired Loaders | Diesel | Tier 4 Final | 2 | 8 | 150 | 0.36 |
| Linear, Grading & Excavation | Scrapers | Diesel | Tier 4 Final | 4 | 8 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grad | Scrapers | Diesel | Tier 4 Final | 4 | 8 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grad | Rough Terrain Forklifts | Diesel | Tier 4 Final | 2 | 8 | 96 | 0.4 |
| Linear, Drainage, Utilities, & Sub-Grad | Signal Boards | Electric | Average | 20 | 8 | 6 | 0.82 |
| Linear, Drainage, Utilities, & Sub-Grad | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4 | 8 | 84 | 0.37 |
| Linear, Drainage, Utilities, & Sub-Grad | Graders | Diesel | Tier 4 Final | 2 | 8 | 148 | 0.41 |
| Linear, Drainage, Utilities, & Sub-Grad | Plate Compactors | Diesel | Average | 2 | 8 | 8 | 0.43 |
| Linear, Drainage, Utilities, & Sub-Grad | Pumps | Diesel | Average | 2 | 8 | 11 | 0.74 |
| Linear, Drainage, Utilities, & Sub-Grad | Air Compressors | Diesel | Tier 4 Final | 2 | 8 | 37 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grad | Generator Sets | Diesel | Average | 2 | 8 | 14 | 0.74 |
| Linear, Paving | Rollers | Diesel | Tier 4 Final | 6 | 8 | 36 | 0.38 |
| Linear, Paving | Paving Equipment | Diesel | Tier 4 Final | 2 | 8 | 89 | 0.36 |
| Linear, Paving | Pavers | Diesel | Tier 4 Final | 2 | 8 | 81 | 0.42 |
| Linear, Paving | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4 | 8 | 84 | 0.37 |
| Linear, Paving | Signal Boards | Electric | Average | 20 | 8 | 6 | 0.82 |

5.3. Construction Vehicles

5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | | | | |
| Site Preparation | Worker | 17.5 | 14.3 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | | 8.8 | HHDT,MHDT |

| | | | | |
|---|---|---|---|---|
| Site Preparation | Hauling | 0 | 20 | HHDT |
| Site Preparation | Onsite truck | | | HHDT |
| Grading | | | | |
| Grading | Worker | 20 | 14.3 | LDA,LDT1,LDT2 |
| Grading | Vendor | | 8.8 | HHDT,MHDT |
| Grading | Hauling | 0 | 20 | HHDT |
| Grading | Onsite truck | | | HHDT |
| Building Construction | | | | |
| Building Construction | Worker | 197 | 14.3 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 64.1 | 8.8 | HHDT,MHDT |
| Building Construction | Hauling | 0 | 20 | HHDT |
| Building Construction | Onsite truck | | | HHDT |
| Paving | | | | |
| Paving | Worker | 15 | 14.3 | LDA,LDT1,LDT2 |
| Paving | Vendor | | 8.8 | HHDT,MHDT |
| Paving | Hauling | 0 | 20 | HHDT |
| Paving | Onsite truck | | | HHDT |
| Architectural Coating | | | | |
| Architectural Coating | Worker | 39.4 | 14.3 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | | 8.8 | HHDT,MHDT |
| Architectural Coating | Hauling | 0 | 20 | HHDT |
| Architectural Coating | Onsite truck | | | HHDT |
| Linear, Grubbing & Land Clearing | | | | |
| Linear, Grubbing & Land Clearing | Worker | 60 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grubbing & Land Clearing | Vendor | 0 | 8.8 | HHDT,MHDT |
| Linear, Grubbing & Land Clearing | Hauling | 0 | 20 | HHDT |
| Linear, Grubbing & Land Clearing | Onsite truck | | | HHDT |
| Linear, Grading & Excavation | | | | |
| Linear, Grading & Excavation | Worker | 110 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grading & Excavation | Vendor | 2 | 8.8 | HHDT,MHDT |
| Linear, Grading & Excavation | Hauling | 0 | 20 | HHDT |
| Linear, Grading & Excavation | Onsite truck | | | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | | | | |
| Linear, Drainage, Utilities, & Sub-Grad | Worker | 100 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Drainage, Utilities, & Sub-Grad | Vendor | 0 | 8.8 | HHDT,MHDT |
| Linear, Drainage, Utilities, & Sub-Grad | Hauling | 0 | 20 | HHDT |
| Linear, Drainage, Utilities, & Sub-Grad | Onsite truck | | | HHDT |
| Linear, Paving | | | | |
| Linear, Paving | Worker | 85 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Paving | Vendor | 0 | 8.8 | HHDT,MHDT |
| Linear, Paving | Hauling | 0 | 20 | HHDT |
| Linear, Paving | Onsite truck | | | HHDT |

5.3.2. Mitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | | | | |
| Site Preparation | Worker | 17.5 | 14.3 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | | 8.8 | HHDT,MHDT |
| Site Preparation | Hauling | 0 | 20 | HHDT |
| Site Preparation | Onsite truck | | | HHDT |
| Grading | | | | |
| Grading | Worker | 20 | 14.3 | LDA,LDT1,LDT2 |
| Grading | Vendor | | 8.8 | HHDT,MHDT |
| Grading | Hauling | 0 | 20 | HHDT |
| Grading | Onsite truck | | | HHDT |
| Building Construction | | | | |
| Building Construction | Worker | 197 | 14.3 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 64.1 | 8.8 | HHDT,MHDT |
| Building Construction | Hauling | 0 | 20 | HHDT |
| Building Construction | Onsite truck | | | HHDT |
| Paving | | | | |
| Paving | Worker | 15 | 14.3 | LDA,LDT1,LDT2 |
| Paving | Vendor | | 8.8 | HHDT,MHDT |
| Paving | Hauling | 0 | 20 | HHDT |
| Paving | Onsite truck | | | HHDT |
| Architectural Coating | | | | |
| Architectural Coating | Worker | 39.4 | 14.3 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | | 8.8 | HHDT,MHDT |

| | | | | | |
|---|---|---|---|---|---|
| Architectural Coating | Hauling | 0 | 20 | HHDT | |
| Architectural Coating | Onsite truck | | | HHDT | |
| Linear, Grubbing & Land Clearing | | | | | |
| Linear, Grubbing & Land Clearing | Worker | 60 | 14.3 | LDA,LDT1,LDT2 | |
| Linear, Grubbing & Land Clearing | Vendor | 0 | 8.8 | HHDT,MHDT | |
| Linear, Grubbing & Land Clearing | Hauling | 0 | 20 | HHDT | |
| Linear, Grubbing & Land Clearing | Onsite truck | | | HHDT | |
| Linear, Grading & Excavation | | | | | |
| Linear, Grading & Excavation | Worker | 110 | 14.3 | LDA,LDT1,LDT2 | |
| Linear, Grading & Excavation | Vendor | 2 | 8.8 | HHDT,MHDT | |
| Linear, Grading & Excavation | Hauling | 0 | 20 | HHDT | |
| Linear, Grading & Excavation | Onsite truck | | | HHDT | |
| Linear, Drainage, Utilities, & Sub-Grade | | | | | |
| Linear, Drainage, Utilities, & Sub-Grad | Worker | 100 | 14.3 | LDA,LDT1,LDT2 | |
| Linear, Drainage, Utilities, & Sub-Grad | Vendor | 0 | 8.8 | HHDT,MHDT | |
| Linear, Drainage, Utilities, & Sub-Grad | Hauling | 0 | 20 | HHDT | |
| Linear, Drainage, Utilities, & Sub-Grad | Onsite truck | | | HHDT | |
| Linear, Paving | | | | | |
| Linear, Paving | Worker | 85 | 14.3 | LDA,LDT1,LDT2 | |
| Linear, Paving | Vendor | 0 | 8.8 | HHDT,MHDT | |
| Linear, Paving | Hauling | 0 | 20 | HHDT | |
| Linear, Paving | Onsite truck | | | HHDT | |

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

| Control Strategies Applied | PM10 Reduction | PM2.5 Reduction |
|---|---|---|

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 | 1496576 | 498859 | 215622 | 71874 | |

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (sq. f | Acres Paved (acres) | |
|---|---|---|---|---|---|---|
| Site Preparation | | | 58.5 | 0 | | |
| Grading | | | 306 | 0 | | |
| Paving | 0 | 0 | 0 | 0 | | 69.8 |
| Linear, Grubbing & Land Clearing | | | 65.7 | 0 | | |
| Linear, Grading & Excavation | | | 65.7 | 0 | | |
| Linear, Drainage, Utilities, & Sub-Grade | | | 65.7 | 0 | | |

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Single Family Housing | 0.2 | 0 |
| Single Family Housing | 3.98 | 0 |
| Health Club | 0 | 0 |
| City Park | 0 | 0 |
| City Park | 0 | 0 |
| City Park | 0 | 0 |
| Road Construction | 31.5 | 100 |
| Road Construction | 34.2 | 100 |

5.8. Construction Electricity Consumption and Emissions Factors

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2025 | 2348 | 204 | 0.03 | < 0.005 |
| 2026 | 0 | 204 | 0.03 | < 0.005 |
| 2027 | 0 | 204 | 0.03 | < 0.005 |
| 2028 | 0 | 204 | 0.03 | < 0.005 |
| 2029 | 0 | 204 | 0.03 | < 0.005 |
| 2030 | 0 | 204 | 0.03 | < 0.005 |

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.1.2. Mitigated

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

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

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

5.18.1.2. Mitigated

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

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 31.2 | annual days of extreme |
| Extreme Precipitation | 9.95 | annual days with precipitation above 20 mm |
| Sea Level Rise | | meters of inundation |
| Wildfire | 16.6 | 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 | 2 | 0 | 0 | N/A |
| Sea Level Rise | N/A | N/A | N/A | 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 | 0 | 0 | 0 | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

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

6.3. Adjusted Climate Risk Scores

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | |
| AQ-Ozone | 75.1 |
| AQ-PM | 14.1 |
| AQ-DPM | 12.2 |
| Drinking Water | 15.7 |
| Lead Risk Housing | 1.95 |
| Pesticides | 27.4 |
| Toxic Releases | 13.2 |
| Traffic | 15.6 |
| Effect Indicators | |
| CleanUp Sites | 50.3 |
| Groundwater | 0 |
| Haz Waste Facilities/Generators | 19.2 |
| Impaired Water Bodies | 12.5 |
| Solid Waste | 2.52 |
| Sensitive Population | |
| Asthma | 7.33 |
| Cardio-vascular | 25.7 |
| Low Birth Weights | 0.23 |
| Socioeconomic Factor Indicators | |
| Education | 2.3 |
| Housing | 2.43 |
| Linguistic | 0.92 |
| Poverty | 3.54 |
| Unemployment | 26.9 |

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 | 99.08892596 |
| Employed | 79.81521879 |
| Median HI | 93.40433723 |
| Education | |
| Bachelor's or higher | 84.10111639 |
| High school enrollment | 100 |
| Preschool enrollment | 21.10868728 |
| Transportation | |
| Auto Access | 90.86359553 |
| Active commuting | 57.71846529 |
| Social | |
| 2-parent households | 98.53714872 |
| Voting | 94.81586039 |
| Neighborhood | |
| Alcohol availability | 88.14320544 |
| Park access | 39.61247273 |
| Retail density | 15.95021173 |
| Supermarket access | 26.3826511 |
| Tree canopy | 94.66187604 |
| Housing | |
| Homeownership | 99.28140639 |
| Housing habitability | 99.97433594 |
| Low-inc homeowner severe housing c | 94.52072373 |
| Low-inc renter severe housing cost bu | 99.08892596 |
| Uncrowded housing | 96.93314513 |
| Health Outcomes | |
| Insured adults | 97.11279353 |
| Arthritis | 0 |
| Asthma ER Admissions | 91 |
| High Blood Pressure | 0 |

| | |
|---|---|
| Cancer (excluding skin) | 0 |
| Asthma | 0 |
| Coronary Heart Disease | 0 |
| Chronic Obstructive Pulmonary Disea | 0 |
| Diagnosed Diabetes | 0 |
| Life Expectancy at Birth | 75 |
| Cognitively Disabled | 98 |
| Physically  Disabled | 99 |
| Heart Attack ER Admissions | 77 |
| Mental Health Not Good | 0 |
| Chronic Kidney Disease | 0 |
| Obesity | 0 |
| Pedestrian Injuries | 20 |
| Physical Health Not Good | 0 |
| Stroke | 0 |
| Health Risk Behaviors | |
| Binge Drinking | 0 |
| Current Smoker | 0 |
| No Leisure Time for Physical Activity | 0 |
| Climate Change Exposures | |
| Wildfire Risk | 0 |
| SLR Inundation Area | 0 |
| Children | 55 |
| Elderly | 47 |
| English Speaking | 73 |
| Foreign-born | 6.2 |
| Outdoor Workers | 66 |
| Climate Change Adaptive Capacity | |
| Impervious Surface Cover | 91 |
| Traffic Density | 18 |
| Traffic Access | 0 |
| Other Indices | |
| Hardship | 7.2 |
| Other Decision Support | |
| 2016 Voting | 98 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project | 0 |
| Healthy Places Index Score for Project | 95 |
| Project Located in a Designated Disad | No |
| Project Located in a Low-Income Com | No |
| Project Located in a Community Air Pr | 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

| Measure Title | Co-Benefits Achieved |
|---|---|

7.5. Evaluation Scorecard

| Category | Number of Applicable Measures | Total Points Earned by App | Max Possible Points | Weighted Score |
|---|---|---|---|---|

7.6. Health & Equity Custom Measures

| Measure Title | Sponsor |
|---|---|

8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | PD |
| Construction: Construction Phases | 5 year buildout starting in April 2025 |
| Construction: Architectural Coatings | El dorado VOC limit: 100 g/L for flat, 50 for nonflat |

# Green Valley Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Green Valley |
| Construction Start Date | 4/1/2025 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.30 |
| Precipitation (days) | 10.4 |
| Location | 38.70432290409059, -121.04617842490336 |
| County | El Dorado-Mountain County |
| City | Unincorporated |
| Air District | El Dorado County AQMD |
| Air Basin | Mountain Counties |
| TAZ | 400 |
| EDFZ | 4 |
| Electric Utility | Pacific Gas & Electric Company |
| Gas Utility | Pacific Gas & Electric |
| App Version | 2022.1.1.21 |

## 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 |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 18.0 | Dwelling Unit | 5.00 | 35,100 | 210,831 | — | 46.0 | Low Density Residential |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 361 | Dwelling Unit | 171 | 703,950 | 4,228,341 | — | 917 | High Density Residential |
| Health Club | 144 | 1000sqft | 3.30 | 143,748 | — | — | — | Clubhouse |
| City Park | 4.00 | Acre | 4.00 | 0.00 | — | — | — | Public Facilities (Lot A) |
| City Park | 57.6 | Acre | 57.6 | 0.00 | — | — | — | Open Space |
| City Park | 8.00 | Acre | 8.00 | 0.00 | — | — | — | Landscape Lots L1-L13, Open Spaces C-K |
| Road Construction | 3.00 | Mile | 31.5 | 0.00 | 0.00 | — | — | road construction |
| Road Construction | 7.30 | Mile | 34.2 | 0.00 | 0.00 | — | — | Offsite improvements |

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

| Sector | # | Measure Title |
|---|---|---|
| Construction | C-5 | Use Advanced Engine Tiers |

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

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

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 12.0 | 10.2 | 86.7 | 97.0 | 0.18 | 3.78 | 147 | 147 | 3.48 | 15.0 | 15.8 | — | 21,113 | 21,113 | 0.86 | 0.41 | 12.3 | 21,206 |
| Mit. | 2.84 | 2.70 | 17.3 | 119 | 0.18 | 0.47 | 147 | 147 | 0.46 | 15.0 | 15.1 | — | 21,113 | 21,113 | 0.86 | 0.41 | 12.3 | 21,206 |
| % Reduced | 76% | 73% | 80% | -22% | — | 88% | — | < 0.5% | 87% | — | 5% | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 6.42 | 129 | 45.6 | 55.1 | 0.09 | 1.91 | 147 | 147 | 1.76 | 15.0 | 15.4 | — | 10,900 | 10,900 | 0.43 | 0.41 | 0.35 | 10,947 |
| Mit. | 1.49 | 129 | 10.0 | 63.2 | 0.09 | 0.18 | 147 | 147 | 0.18 | 15.0 | 15.1 | — | 10,900 | 10,900 | 0.43 | 0.41 | 0.35 | 10,947 |
| % Reduced | 77% | < 0.5% | 78% | -15% | — | 90% | — | < 0.5% | 90% | — | 2% | — | — | — | — | — | — | — |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 3.62 | 22.2 | 25.8 | 29.7 | 0.05 | 1.07 | 102 | 102 | 0.99 | 10.4 | 10.7 | — | 6,571 | 6,571 | 0.24 | 0.29 | 3.78 | 6,615 |
| Mit. | 0.96 | 22.2 | 5.55 | 35.0 | 0.05 | 0.12 | 102 | 102 | 0.12 | 10.4 | 10.5 | — | 6,571 | 6,571 | 0.24 | 0.29 | 3.78 | 6,615 |
| % Reduced | 74% | < 0.5% | 78% | -18% | — | 88% | — | < 0.5% | 88% | — | 2% | — | — | — | — | — | — | — |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.66 | 4.05 | 4.71 | 5.43 | 0.01 | 0.20 | 18.6 | 18.7 | 0.18 | 1.90 | 1.94 | — | 1,088 | 1,088 | 0.04 | 0.05 | 0.63 | 1,095 |
| Mit. | 0.17 | 4.05 | 1.01 | 6.38 | 0.01 | 0.02 | 18.6 | 18.6 | 0.02 | 1.90 | 1.91 | — | 1,088 | 1,088 | 0.04 | 0.05 | 0.63 | 1,095 |
| % Reduced | 74% | < 0.5% | 78% | -18% | — | 88% | — | < 0.5% | 88% | — | 2% | — | — | — | — | — | — | — |

## 2.2. Construction Emissions by Year, Unmitigated

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

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 12.0 | 10.2 | 86.7 | 97.0 | 0.18 | 3.78 | 90.0 | 93.8 | 3.48 | 12.3 | 15.8 | — | 21,113 | 21,113 | 0.86 | 0.22 | 5.79 | 21,206 |
| 2026 | 2.32 | 2.03 | 13.3 | 25.1 | 0.04 | 0.39 | 147 | 147 | 0.36 | 15.0 | 15.3 | — | 6,551 | 6,551 | 0.13 | 0.41 | 12.3 | 6,688 |
| 2027 | 2.23 | 1.94 | 12.7 | 24.3 | 0.04 | 0.35 | 147 | 147 | 0.32 | 15.0 | 15.3 | — | 6,478 | 6,478 | 0.13 | 0.39 | 11.2 | 6,608 |
| 2028 | 2.09 | 1.86 | 12.0 | 23.6 | 0.04 | 0.31 | 147 | 147 | 0.29 | 15.0 | 15.3 | — | 6,391 | 6,391 | 0.13 | 0.39 | 10.1 | 6,520 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2029 | 2.03 | 3.12 | 11.4 | 22.9 | 0.04 | 0.29 | 147 | 147 | 0.27 | 15.0 | 15.2 | — | 6,301 | 6,301 | 0.13 | 0.38 | 9.09 | 6,426 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 6.42 | 5.42 | 45.6 | 55.1 | 0.09 | 1.91 | 147 | 147 | 1.76 | 15.0 | 15.4 | — | 10,900 | 10,900 | 0.43 | 0.41 | 0.35 | 10,947 |
| 2026 | 2.24 | 1.94 | 13.7 | 22.6 | 0.04 | 0.39 | 147 | 147 | 0.36 | 15.0 | 15.3 | — | 6,335 | 6,335 | 0.15 | 0.41 | 0.32 | 6,460 |
| 2027 | 2.10 | 1.85 | 13.0 | 22.0 | 0.04 | 0.35 | 147 | 147 | 0.32 | 15.0 | 15.3 | — | 6,265 | 6,265 | 0.15 | 0.39 | 0.29 | 6,387 |
| 2028 | 2.02 | 1.73 | 12.3 | 21.4 | 0.04 | 0.31 | 147 | 147 | 0.29 | 15.0 | 15.3 | — | 6,183 | 6,183 | 0.14 | 0.39 | 0.26 | 6,304 |
| 2029 | 1.96 | 129 | 11.7 | 20.8 | 0.04 | 0.29 | 147 | 147 | 0.27 | 15.0 | 15.2 | — | 6,097 | 6,097 | 0.14 | 0.38 | 0.24 | 6,214 |
| 2030 | 0.26 | 129 | 0.89 | 2.51 | < 0.005 | 0.01 | 24.4 | 24.4 | 0.01 | 2.49 | 2.50 | — | 497 | 497 | 0.01 | 0.02 | 0.03 | 503 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 3.62 | 3.06 | 25.8 | 29.7 | 0.05 | 1.07 | 49.1 | 50.2 | 0.99 | 5.65 | 6.64 | — | 6,571 | 6,571 | 0.24 | 0.12 | 1.66 | 6,615 |
| 2026 | 1.60 | 1.39 | 9.70 | 16.2 | 0.03 | 0.28 | 102 | 102 | 0.26 | 10.4 | 10.7 | — | 4,555 | 4,555 | 0.10 | 0.29 | 3.78 | 4,648 |
| 2027 | 1.50 | 1.33 | 9.19 | 15.8 | 0.03 | 0.25 | 102 | 102 | 0.23 | 10.4 | 10.6 | — | 4,505 | 4,505 | 0.10 | 0.28 | 3.44 | 4,595 |
| 2028 | 1.45 | 1.28 | 8.71 | 15.5 | 0.03 | 0.22 | 102 | 102 | 0.21 | 10.4 | 10.6 | — | 4,457 | 4,457 | 0.10 | 0.28 | 3.13 | 4,547 |
| 2029 | 1.15 | 4.47 | 7.08 | 12.5 | 0.02 | 0.19 | 72.9 | 73.1 | 0.18 | 7.45 | 7.62 | — | 3,377 | 3,377 | 0.08 | 0.19 | 1.99 | 3,437 |
| 2030 | 0.05 | 22.2 | 0.15 | 0.44 | < 0.005 | < 0.005 | 4.09 | 4.09 | < 0.005 | 0.42 | 0.42 | — | 87.0 | 87.0 | < 0.005 | < 0.005 | 0.08 | 88.0 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.66 | 0.56 | 4.71 | 5.43 | 0.01 | 0.20 | 8.97 | 9.16 | 0.18 | 1.03 | 1.21 | — | 1,088 | 1,088 | 0.04 | 0.02 | 0.28 | 1,095 |
| 2026 | 0.29 | 0.25 | 1.77 | 2.96 | < 0.005 | 0.05 | 18.6 | 18.6 | 0.05 | 1.90 | 1.94 | — | 754 | 754 | 0.02 | 0.05 | 0.63 | 769 |
| 2027 | 0.27 | 0.24 | 1.68 | 2.88 | < 0.005 | 0.05 | 18.6 | 18.6 | 0.04 | 1.90 | 1.94 | — | 746 | 746 | 0.02 | 0.05 | 0.57 | 761 |
| 2028 | 0.26 | 0.23 | 1.59 | 2.82 | < 0.005 | 0.04 | 18.6 | 18.7 | 0.04 | 1.90 | 1.94 | — | 738 | 738 | 0.02 | 0.05 | 0.52 | 753 |
| 2029 | 0.21 | 0.82 | 1.29 | 2.28 | < 0.005 | 0.03 | 13.3 | 13.3 | 0.03 | 1.36 | 1.39 | — | 559 | 559 | 0.01 | 0.03 | 0.33 | 569 |
| 2030 | 0.01 | 4.05 | 0.03 | 0.08 | < 0.005 | < 0.005 | 0.75 | 0.75 | < 0.005 | 0.08 | 0.08 | — | 14.4 | 14.4 | < 0.005 | < 0.005 | 0.01 | 14.6 |

## 2.3. Construction Emissions by Year, Mitigated

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

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 2.84 | 2.70 | 17.3 | 119 | 0.18 | 0.47 | 90.0 | 90.3 | 0.46 | 12.3 | 12.7 | — | 21,113 | 21,113 | 0.86 | 0.22 | 5.79 | 21,206 |
| 2026 | 1.39 | 1.28 | 6.27 | 26.9 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,551 | 6,551 | 0.13 | 0.41 | 12.3 | 6,688 |
| 2027 | 1.35 | 1.24 | 6.10 | 26.2 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,478 | 6,478 | 0.13 | 0.39 | 11.2 | 6,608 |
| 2028 | 1.25 | 1.20 | 5.87 | 25.5 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,391 | 6,391 | 0.13 | 0.39 | 10.1 | 6,520 |
| 2029 | 1.22 | 2.61 | 5.64 | 24.9 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,301 | 6,301 | 0.13 | 0.38 | 9.09 | 6,426 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 1.49 | 1.45 | 10.0 | 63.2 | 0.09 | 0.18 | 147 | 147 | 0.18 | 15.0 | 15.1 | — | 10,900 | 10,900 | 0.43 | 0.41 | 0.35 | 10,947 |
| 2026 | 1.31 | 1.20 | 6.66 | 24.4 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,335 | 6,335 | 0.15 | 0.41 | 0.32 | 6,460 |
| 2027 | 1.22 | 1.15 | 6.41 | 23.8 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,265 | 6,265 | 0.15 | 0.39 | 0.29 | 6,387 |
| 2028 | 1.18 | 1.06 | 6.17 | 23.3 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,183 | 6,183 | 0.14 | 0.39 | 0.26 | 6,304 |
| 2029 | 1.16 | 129 | 5.93 | 22.8 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,097 | 6,097 | 0.14 | 0.38 | 0.24 | 6,214 |
| 2030 | 0.16 | 129 | 0.75 | 2.36 | < 0.005 | < 0.005 | 24.4 | 24.4 | < 0.005 | 2.49 | 2.49 | — | 497 | 497 | 0.01 | 0.02 | 0.03 | 503 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.96 | 0.91 | 5.55 | 35.0 | 0.05 | 0.12 | 49.1 | 49.3 | 0.12 | 5.65 | 5.77 | — | 6,571 | 6,571 | 0.24 | 0.12 | 1.66 | 6,615 |
| 2026 | 0.94 | 0.86 | 4.67 | 17.6 | 0.03 | 0.06 | 102 | 102 | 0.06 | 10.4 | 10.5 | — | 4,555 | 4,555 | 0.10 | 0.29 | 3.78 | 4,648 |
| 2027 | 0.87 | 0.83 | 4.50 | 17.1 | 0.03 | 0.06 | 102 | 102 | 0.06 | 10.4 | 10.5 | — | 4,505 | 4,505 | 0.10 | 0.28 | 3.44 | 4,595 |
| 2028 | 0.85 | 0.81 | 4.34 | 16.8 | 0.03 | 0.06 | 102 | 102 | 0.06 | 10.4 | 10.5 | — | 4,457 | 4,457 | 0.10 | 0.28 | 3.13 | 4,547 |
| 2029 | 0.62 | 4.05 | 3.32 | 13.6 | 0.02 | 0.05 | 72.9 | 72.9 | 0.05 | 7.45 | 7.49 | — | 3,377 | 3,377 | 0.08 | 0.19 | 1.99 | 3,437 |
| 2030 | 0.03 | 22.2 | 0.13 | 0.41 | < 0.005 | < 0.005 | 4.09 | 4.09 | < 0.005 | 0.42 | 0.42 | — | 87.0 | 87.0 | < 0.005 | < 0.005 | 0.08 | 88.0 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.17 | 0.17 | 1.01 | 6.38 | 0.01 | 0.02 | 8.97 | 8.99 | 0.02 | 1.03 | 1.05 | — | 1,088 | 1,088 | 0.04 | 0.02 | 0.28 | 1,095 |
| 2026 | 0.17 | 0.16 | 0.85 | 3.20 | < 0.005 | 0.01 | 18.6 | 18.6 | 0.01 | 1.90 | 1.91 | — | 754 | 754 | 0.02 | 0.05 | 0.63 | 769 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2027 | 0.16 | 0.15 | 0.82 | 3.13 | < 0.005 | 0.01 | 18.6 | 18.6 | 0.01 | 1.90 | 1.91 | — | 746 | 746 | 0.02 | 0.05 | 0.57 | 761 |
| 2028 | 0.16 | 0.15 | 0.79 | 3.07 | < 0.005 | 0.01 | 18.6 | 18.6 | 0.01 | 1.90 | 1.91 | — | 738 | 738 | 0.02 | 0.05 | 0.52 | 753 |
| 2029 | 0.11 | 0.74 | 0.61 | 2.48 | < 0.005 | 0.01 | 13.3 | 13.3 | 0.01 | 1.36 | 1.37 | — | 559 | 559 | 0.01 | 0.03 | 0.33 | 569 |
| 2030 | 0.01 | 4.05 | 0.02 | 0.08 | < 0.005 | < 0.005 | 0.75 | 0.75 | < 0.005 | 0.08 | 0.08 | — | 14.4 | 14.4 | < 0.005 | < 0.005 | 0.01 | 14.6 |

# 3. Construction Emissions Details

## 3.1. Site Preparation (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.94 | 3.31 | 31.6 | 30.2 | 0.05 | 1.37 | — | 1.37 | 1.26 | — | 1.26 | — | 5,295 | 5,295 | 0.21 | 0.04 | — | 5,314 |
| Dust From Material Movement | — | — | — | — | — | — | 7.67 | 7.67 | — | 3.94 | 3.94 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 0.35 | 3.38 | 3.22 | 0.01 | 0.15 | — | 0.15 | 0.13 | — | 0.13 | — | 566 | 566 | 0.02 | < 0.005 | — | 568 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.82 | 0.82 | — | 0.42 | 0.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.08 | 0.06 | 0.62 | 0.59 | < 0.005 | 0.03 | — | 0.03 | 0.02 | — | 0.02 | — | 93.7 | 93.7 | < 0.005 | < 0.005 | — | 94.0 |
| Dust From Material Movement | — | — | — | — | — | — | 0.15 | 0.15 | — | 0.08 | 0.08 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.08 | 0.06 | 1.10 | 0.00 | 0.00 | 10.9 | 10.9 | 0.00 | 1.11 | 1.11 | — | 196 | 196 | 0.01 | 0.01 | 0.76 | 199 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 1.13 | 1.13 | 0.00 | 0.11 | 0.11 | — | 19.3 | 19.3 | < 0.005 | < 0.005 | 0.03 | 19.6 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.02 | 0.02 | — | 3.19 | 3.19 | < 0.005 | < 0.005 | 0.01 | 3.24 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.2. Site Preparation (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.50 | 0.50 | 2.59 | 28.3 | 0.05 | 0.10 | — | 0.10 | 0.10 | — | 0.10 | — | 5,295 | 5,295 | 0.21 | 0.04 | — | 5,314 |
| Dust From Material Movement | — | — | — | — | — | — | 7.67 | 7.67 | — | 3.94 | 3.94 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.05 | 0.28 | 3.02 | 0.01 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 566 | 566 | 0.02 | < 0.005 | — | 568 |
| Dust From Material Movement | — | — | — | — | — | — | 0.82 | 0.82 | — | 0.42 | 0.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.05 | 0.55 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 93.7 | 93.7 | < 0.005 | < 0.005 | — | 94.0 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.15 | 0.15 | — | 0.08 | 0.08 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.08 | 0.06 | 1.10 | 0.00 | 0.00 | 10.9 | 10.9 | 0.00 | 1.11 | 1.11 | — | 196 | 196 | 0.01 | 0.01 | 0.76 | 199 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 1.13 | 1.13 | 0.00 | 0.11 | 0.11 | — | 19.3 | 19.3 | < 0.005 | < 0.005 | 0.03 | 19.6 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.02 | 0.02 | — | 3.19 | 3.19 | < 0.005 | < 0.005 | 0.01 | 3.24 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.3. Grading (2025) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.80 | 3.20 | 29.7 | 28.3 | 0.06 | 1.23 | — | 1.23 | 1.14 | — | 1.14 | — | 6,599 | 6,599 | 0.27 | 0.05 | — | 6,622 |
| Dust From Material Movement | — | — | — | — | — | — | 3.59 | 3.59 | — | 1.42 | 1.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.80 | 3.20 | 29.7 | 28.3 | 0.06 | 1.23 | — | 1.23 | 1.14 | — | 1.14 | — | 6,599 | 6,599 | 0.27 | 0.05 | — | 6,622 |
| Dust From Material Movement | — | — | — | — | — | — | 3.59 | 3.59 | — | 1.42 | 1.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.06 | 0.89 | 8.29 | 7.91 | 0.02 | 0.35 | — | 0.35 | 0.32 | — | 0.32 | — | 1,844 | 1,844 | 0.07 | 0.01 | — | 1,850 |
| Dust From Material Movement | — | — | — | — | — | — | 1.00 | 1.00 | — | 0.40 | 0.40 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 0.16 | 1.51 | 1.44 | < 0.005 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 305 | 305 | 0.01 | < 0.005 | — | 306 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.18 | 0.18 | — | 0.07 | 0.07 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.07 | 1.26 | 0.00 | 0.00 | 12.4 | 12.4 | 0.00 | 1.26 | 1.26 | — | 224 | 224 | 0.01 | 0.01 | 0.87 | 228 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.09 | 0.09 | 0.99 | 0.00 | 0.00 | 12.4 | 12.4 | 0.00 | 1.26 | 1.26 | — | 202 | 202 | 0.01 | 0.01 | 0.02 | 204 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.28 | 0.00 | 0.00 | 3.37 | 3.37 | 0.00 | 0.34 | 0.34 | — | 57.6 | 57.6 | < 0.005 | < 0.005 | 0.10 | 58.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.61 | 0.61 | 0.00 | 0.06 | 0.06 | — | 9.54 | 9.54 | < 0.005 | < 0.005 | 0.02 | 9.68 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.4. Grading (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.64 | 0.64 | 4.43 | 35.3 | 0.06 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 6,599 | 6,599 | 0.27 | 0.05 | — | 6,622 |
| Dust From Material Movement | — | — | — | — | — | — | 3.59 | 3.59 | — | 1.42 | 1.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.64 | 0.64 | 4.43 | 35.3 | 0.06 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 6,599 | 6,599 | 0.27 | 0.05 | — | 6,622 |
| Dust From Material Movement | — | — | — | — | — | — | 3.59 | 3.59 | — | 1.42 | 1.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.18 | 0.18 | 1.24 | 9.88 | 0.02 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,844 | 1,844 | 0.07 | 0.01 | — | 1,850 |
| Dust From Material Movement | — | — | — | — | — | — | 1.00 | 1.00 | — | 0.40 | 0.40 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.23 | 1.80 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 305 | 305 | 0.01 | < 0.005 | — | 306 |
| Dust From Material Movement | — | — | — | — | — | — | 0.18 | 0.18 | — | 0.07 | 0.07 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.07 | 1.26 | 0.00 | 0.00 | 12.4 | 12.4 | 0.00 | 1.26 | 1.26 | — | 224 | 224 | 0.01 | 0.01 | 0.87 | 228 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.09 | 0.09 | 0.99 | 0.00 | 0.00 | 12.4 | 12.4 | 0.00 | 1.26 | 1.26 | — | 202 | 202 | 0.01 | 0.01 | 0.02 | 204 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.28 | 0.00 | 0.00 | 3.37 | 3.37 | 0.00 | 0.34 | 0.34 | — | 57.6 | 57.6 | < 0.005 | < 0.005 | 0.10 | 58.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.61 | 0.61 | 0.00 | 0.06 | 0.06 | — | 9.54 | 9.54 | < 0.005 | < 0.005 | 0.02 | 9.68 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.5. Building Construction (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.35 | 1.13 | 10.4 | 13.0 | 0.02 | 0.43 | — | 0.43 | 0.40 | — | 0.40 | — | 2,398 | 2,398 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 0.17 | 1.59 | 1.99 | < 0.005 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 366 | 366 | 0.01 | < 0.005 | — | 367 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.29 | 0.36 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 60.6 | 60.6 | < 0.005 | < 0.005 | — | 60.8 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.93 | 0.84 | 0.87 | 9.76 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,987 | 1,987 | 0.05 | 0.08 | 0.22 | 2,012 |
| Vendor | 0.07 | 0.06 | 3.24 | 0.55 | 0.01 | 0.02 | 24.5 | 24.6 | 0.02 | 2.53 | 2.55 | — | 2,019 | 2,019 | < 0.005 | 0.31 | 0.12 | 2,110 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.13 | 0.12 | 1.52 | 0.00 | 0.00 | 18.1 | 18.1 | 0.00 | 1.85 | 1.85 | — | 310 | 310 | 0.01 | 0.01 | 0.56 | 314 |
| Vendor | 0.01 | 0.01 | 0.49 | 0.08 | < 0.005 | < 0.005 | 3.64 | 3.64 | < 0.005 | 0.38 | 0.38 | — | 308 | 308 | < 0.005 | 0.05 | 0.32 | 322 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.28 | 0.00 | 0.00 | 3.30 | 3.30 | 0.00 | 0.34 | 0.34 | — | 51.3 | 51.3 | < 0.005 | < 0.005 | 0.09 | 52.0 |
| Vendor | < 0.005 | < 0.005 | 0.09 | 0.02 | < 0.005 | < 0.005 | 0.66 | 0.67 | < 0.005 | 0.07 | 0.07 | — | 51.0 | 51.0 | < 0.005 | 0.01 | 0.05 | 53.4 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.6. Building Construction (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 2,398 | 2,398 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.05 | 0.05 | 0.43 | 2.26 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 366 | 366 | 0.01 | < 0.005 | — | 367 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.08 | 0.41 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 60.6 | 60.6 | < 0.005 | < 0.005 | — | 60.8 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.93 | 0.84 | 0.87 | 9.76 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,987 | 1,987 | 0.05 | 0.08 | 0.22 | 2,012 |
| Vendor | 0.07 | 0.06 | 3.24 | 0.55 | 0.01 | 0.02 | 24.5 | 24.6 | 0.02 | 2.53 | 2.55 | — | 2,019 | 2,019 | < 0.005 | 0.31 | 0.12 | 2,110 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.13 | 0.12 | 1.52 | 0.00 | 0.00 | 18.1 | 18.1 | 0.00 | 1.85 | 1.85 | — | 310 | 310 | 0.01 | 0.01 | 0.56 | 314 |
| Vendor | 0.01 | 0.01 | 0.49 | 0.08 | < 0.005 | < 0.005 | 3.64 | 3.64 | < 0.005 | 0.38 | 0.38 | — | 308 | 308 | < 0.005 | 0.05 | 0.32 | 322 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.28 | 0.00 | 0.00 | 3.30 | 3.30 | 0.00 | 0.34 | 0.34 | — | 51.3 | 51.3 | < 0.005 | < 0.005 | 0.09 | 52.0 |
| Vendor | < 0.005 | < 0.005 | 0.09 | 0.02 | < 0.005 | < 0.005 | 0.66 | 0.67 | < 0.005 | 0.07 | 0.07 | — | 51.0 | 51.0 | < 0.005 | 0.01 | 0.05 | 53.4 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.7. Building Construction (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.28 | 1.07 | 9.85 | 13.0 | 0.02 | 0.38 | — | 0.38 | 0.35 | — | 0.35 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.28 | 1.07 | 9.85 | 13.0 | 0.02 | 0.38 | — | 0.38 | 0.35 | — | 0.35 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.91 | 0.77 | 7.04 | 9.26 | 0.02 | 0.27 | — | 0.27 | 0.25 | — | 0.25 | — | 1,712 | 1,712 | 0.07 | 0.01 | — | 1,718 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.17 | 0.14 | 1.28 | 1.69 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 283 | 283 | 0.01 | < 0.005 | — | 284 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.98 | 0.90 | 0.58 | 11.6 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,167 | 2,167 | 0.03 | 0.08 | 7.82 | 2,199 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.06 | 0.06 | 2.87 | 0.50 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,987 | 1,987 | < 0.005 | 0.31 | 4.44 | 2,083 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.90 | 0.81 | 0.80 | 9.09 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,950 | 1,950 | 0.05 | 0.08 | 0.20 | 1,976 |
| Vendor | 0.06 | 0.06 | 3.03 | 0.53 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,987 | 1,987 | < 0.005 | 0.31 | 0.12 | 2,079 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.64 | 0.58 | 0.52 | 6.59 | 0.00 | 0.00 | 84.7 | 84.7 | 0.00 | 8.64 | 8.64 | — | 1,423 | 1,423 | 0.03 | 0.06 | 2.41 | 1,443 |
| Vendor | 0.04 | 0.04 | 2.14 | 0.37 | 0.01 | 0.01 | 17.0 | 17.0 | 0.01 | 1.76 | 1.77 | — | 1,419 | 1,419 | < 0.005 | 0.22 | 1.37 | 1,486 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.12 | 0.11 | 0.09 | 1.20 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 236 | 236 | 0.01 | 0.01 | 0.40 | 239 |
| Vendor | 0.01 | 0.01 | 0.39 | 0.07 | < 0.005 | < 0.005 | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | — | 235 | 235 | < 0.005 | 0.04 | 0.23 | 246 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.8. Building Construction (2026) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.25 | 0.23 | 2.01 | 10.6 | 0.02 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,712 | 1,712 | 0.07 | 0.01 | — | 1,718 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.04 | 0.37 | 1.93 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 283 | 283 | 0.01 | < 0.005 | — | 284 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.98 | 0.90 | 0.58 | 11.6 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,167 | 2,167 | 0.03 | 0.08 | 7.82 | 2,199 |
| Vendor | 0.06 | 0.06 | 2.87 | 0.50 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,987 | 1,987 | < 0.005 | 0.31 | 4.44 | 2,083 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.90 | 0.81 | 0.80 | 9.09 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,950 | 1,950 | 0.05 | 0.08 | 0.20 | 1,976 |
| Vendor | 0.06 | 0.06 | 3.03 | 0.53 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,987 | 1,987 | < 0.005 | 0.31 | 0.12 | 2,079 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.64 | 0.58 | 0.52 | 6.59 | 0.00 | 0.00 | 84.7 | 84.7 | 0.00 | 8.64 | 8.64 | — | 1,423 | 1,423 | 0.03 | 0.06 | 2.41 | 1,443 |
| Vendor | 0.04 | 0.04 | 2.14 | 0.37 | 0.01 | 0.01 | 17.0 | 17.0 | 0.01 | 1.76 | 1.77 | — | 1,419 | 1,419 | < 0.005 | 0.22 | 1.37 | 1,486 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.12 | 0.11 | 0.09 | 1.20 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 236 | 236 | 0.01 | 0.01 | 0.40 | 239 |
| Vendor | 0.01 | 0.01 | 0.39 | 0.07 | < 0.005 | < 0.005 | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | — | 235 | 235 | < 0.005 | 0.04 | 0.23 | 246 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.9. Building Construction (2027) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.23 | 1.03 | 9.39 | 12.9 | 0.02 | 0.34 | — | 0.34 | 0.31 | — | 0.31 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.23 | 1.03 | 9.39 | 12.9 | 0.02 | 0.34 | — | 0.34 | 0.31 | — | 0.31 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.88 | 0.74 | 6.71 | 9.24 | 0.02 | 0.24 | — | 0.24 | 0.22 | — | 0.22 | — | 1,712 | 1,712 | 0.07 | 0.01 | — | 1,718 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.13 | 1.22 | 1.69 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 283 | 283 | 0.01 | < 0.005 | — | 284 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.94 | 0.86 | 0.57 | 10.9 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,131 | 2,131 | 0.03 | 0.08 | 7.12 | 2,161 |
| Vendor | 0.06 | 0.05 | 2.71 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,950 | 1,950 | < 0.005 | 0.29 | 4.04 | 2,042 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.81 | 0.78 | 0.73 | 8.50 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,918 | 1,918 | 0.05 | 0.08 | 0.18 | 1,943 |
| Vendor | 0.06 | 0.04 | 2.86 | 0.52 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,950 | 1,950 | < 0.005 | 0.29 | 0.10 | 2,038 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.58 | 0.56 | 0.47 | 6.19 | 0.00 | 0.00 | 84.7 | 84.7 | 0.00 | 8.64 | 8.64 | — | 1,400 | 1,400 | 0.03 | 0.06 | 2.20 | 1,420 |
| Vendor | 0.04 | 0.03 | 2.02 | 0.36 | 0.01 | 0.01 | 17.0 | 17.0 | 0.01 | 1.76 | 1.77 | — | 1,393 | 1,393 | < 0.005 | 0.21 | 1.25 | 1,457 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.09 | 1.13 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 232 | 232 | 0.01 | 0.01 | 0.36 | 235 |
| Vendor | 0.01 | 0.01 | 0.37 | 0.07 | < 0.005 | < 0.005 | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | — | 231 | 231 | < 0.005 | 0.03 | 0.21 | 241 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.10. Building Construction (2027) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.25 | 0.23 | 2.01 | 10.6 | 0.02 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,712 | 1,712 | 0.07 | 0.01 | — | 1,718 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.04 | 0.37 | 1.93 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 283 | 283 | 0.01 | < 0.005 | — | 284 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.94 | 0.86 | 0.57 | 10.9 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,131 | 2,131 | 0.03 | 0.08 | 7.12 | 2,161 |
| Vendor | 0.06 | 0.05 | 2.71 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,950 | 1,950 | < 0.005 | 0.29 | 4.04 | 2,042 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.81 | 0.78 | 0.73 | 8.50 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,918 | 1,918 | 0.05 | 0.08 | 0.18 | 1,943 |
| Vendor | 0.06 | 0.04 | 2.86 | 0.52 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,950 | 1,950 | < 0.005 | 0.29 | 0.10 | 2,038 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.58 | 0.56 | 0.47 | 6.19 | 0.00 | 0.00 | 84.7 | 84.7 | 0.00 | 8.64 | 8.64 | — | 1,400 | 1,400 | 0.03 | 0.06 | 2.20 | 1,420 |
| Vendor | 0.04 | 0.03 | 2.02 | 0.36 | 0.01 | 0.01 | 17.0 | 17.0 | 0.01 | 1.76 | 1.77 | — | 1,393 | 1,393 | < 0.005 | 0.21 | 1.25 | 1,457 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.09 | 1.13 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 232 | 232 | 0.01 | 0.01 | 0.36 | 235 |
| Vendor | 0.01 | 0.01 | 0.37 | 0.07 | < 0.005 | < 0.005 | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | — | 231 | 231 | < 0.005 | 0.03 | 0.21 | 241 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.11. Building Construction (2028) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 1.18 | 0.99 | 8.92 | 12.9 | 0.02 | 0.30 | — | 0.30 | 0.28 | — | 0.28 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.18 | 0.99 | 8.92 | 12.9 | 0.02 | 0.30 | — | 0.30 | 0.28 | — | 0.28 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.85 | 0.71 | 6.39 | 9.26 | 0.02 | 0.22 | — | 0.22 | 0.20 | — | 0.20 | — | 1,717 | 1,717 | 0.07 | 0.01 | — | 1,723 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 0.13 | 1.17 | 1.69 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 284 | 284 | 0.01 | < 0.005 | — | 285 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.84 | 0.83 | 0.51 | 10.2 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,089 | 2,089 | 0.03 | 0.08 | 6.47 | 2,119 |
| Vendor | 0.06 | 0.05 | 2.55 | 0.47 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,904 | 1,904 | < 0.005 | 0.29 | 3.64 | 1,996 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.77 | 0.69 | 0.66 | 7.97 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,881 | 1,881 | 0.04 | 0.08 | 0.17 | 1,906 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.06 | 0.04 | 2.69 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,905 | 1,905 | < 0.005 | 0.29 | 0.09 | 1,992 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.56 | 0.54 | 0.42 | 5.85 | 0.00 | 0.00 | 85.0 | 85.0 | 0.00 | 8.66 | 8.66 | — | 1,376 | 1,376 | 0.03 | 0.06 | 2.00 | 1,396 |
| Vendor | 0.04 | 0.03 | 1.90 | 0.34 | 0.01 | 0.01 | 17.1 | 17.1 | 0.01 | 1.76 | 1.77 | — | 1,364 | 1,364 | < 0.005 | 0.21 | 1.12 | 1,428 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.08 | 1.07 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 228 | 228 | < 0.005 | 0.01 | 0.33 | 231 |
| Vendor | 0.01 | 0.01 | 0.35 | 0.06 | < 0.005 | < 0.005 | 3.12 | 3.12 | < 0.005 | 0.32 | 0.32 | — | 226 | 226 | < 0.005 | 0.03 | 0.19 | 236 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.12. Building Construction (2028) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.25 | 0.24 | 2.02 | 10.6 | 0.02 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,717 | 1,717 | 0.07 | 0.01 | — | 1,723 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.04 | 0.37 | 1.94 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 284 | 284 | 0.01 | < 0.005 | — | 285 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.84 | 0.83 | 0.51 | 10.2 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,089 | 2,089 | 0.03 | 0.08 | 6.47 | 2,119 |
| Vendor | 0.06 | 0.05 | 2.55 | 0.47 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,904 | 1,904 | < 0.005 | 0.29 | 3.64 | 1,996 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.77 | 0.69 | 0.66 | 7.97 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,881 | 1,881 | 0.04 | 0.08 | 0.17 | 1,906 |
| Vendor | 0.06 | 0.04 | 2.69 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,905 | 1,905 | < 0.005 | 0.29 | 0.09 | 1,992 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.56 | 0.54 | 0.42 | 5.85 | 0.00 | 0.00 | 85.0 | 85.0 | 0.00 | 8.66 | 8.66 | — | 1,376 | 1,376 | 0.03 | 0.06 | 2.00 | 1,396 |
| Vendor | 0.04 | 0.03 | 1.90 | 0.34 | 0.01 | 0.01 | 17.1 | 17.1 | 0.01 | 1.76 | 1.77 | — | 1,364 | 1,364 | < 0.005 | 0.21 | 1.12 | 1,428 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.08 | 1.07 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 228 | 228 | < 0.005 | 0.01 | 0.33 | 231 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.01 | 0.01 | 0.35 | 0.06 | < 0.005 | < 0.005 | 3.12 | 3.12 | < 0.005 | 0.32 | 0.32 | — | 226 | 226 | < 0.005 | 0.03 | 0.19 | 236 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.13. Building Construction (2029) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.15 | 0.97 | 8.58 | 12.9 | 0.02 | 0.28 | — | 0.28 | 0.25 | — | 0.25 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.15 | 0.97 | 8.58 | 12.9 | 0.02 | 0.28 | — | 0.28 | 0.25 | — | 0.25 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.57 | 0.48 | 4.25 | 6.39 | 0.01 | 0.14 | — | 0.14 | 0.13 | — | 0.13 | — | 1,187 | 1,187 | 0.05 | 0.01 | — | 1,191 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.10 | 0.09 | 0.78 | 1.17 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 196 | 196 | 0.01 | < 0.005 | — | 197 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.81 | 0.74 | 0.44 | 9.57 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,054 | 2,054 | 0.03 | 0.08 | 5.84 | 2,083 |
| Vendor | 0.06 | 0.05 | 2.39 | 0.46 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,850 | 1,850 | < 0.005 | 0.28 | 3.25 | 1,938 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.75 | 0.67 | 0.59 | 7.46 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,850 | 1,850 | 0.04 | 0.08 | 0.15 | 1,874 |
| Vendor | 0.06 | 0.04 | 2.52 | 0.48 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,851 | 1,851 | < 0.005 | 0.28 | 0.08 | 1,935 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.37 | 0.33 | 0.29 | 3.77 | 0.00 | 0.00 | 58.7 | 58.7 | 0.00 | 5.99 | 5.99 | — | 935 | 935 | 0.02 | 0.04 | 1.25 | 948 |
| Vendor | 0.03 | 0.02 | 1.24 | 0.23 | 0.01 | 0.01 | 11.8 | 11.8 | 0.01 | 1.22 | 1.22 | — | 916 | 916 | < 0.005 | 0.14 | 0.70 | 958 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.06 | 0.05 | 0.69 | 0.00 | 0.00 | 10.7 | 10.7 | 0.00 | 1.09 | 1.09 | — | 155 | 155 | < 0.005 | 0.01 | 0.21 | 157 |
| Vendor | 0.01 | < 0.005 | 0.23 | 0.04 | < 0.005 | < 0.005 | 2.16 | 2.16 | < 0.005 | 0.22 | 0.22 | — | 152 | 152 | < 0.005 | 0.02 | 0.12 | 159 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.14. Building Construction (2029) - Mitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.17 | 0.16 | 1.39 | 7.34 | 0.01 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 1,187 | 1,187 | 0.05 | 0.01 | — | 1,191 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.25 | 1.34 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 196 | 196 | 0.01 | < 0.005 | — | 197 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.81 | 0.74 | 0.44 | 9.57 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,054 | 2,054 | 0.03 | 0.08 | 5.84 | 2,083 |
| Vendor | 0.06 | 0.05 | 2.39 | 0.46 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,850 | 1,850 | < 0.005 | 0.28 | 3.25 | 1,938 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.75 | 0.67 | 0.59 | 7.46 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,850 | 1,850 | 0.04 | 0.08 | 0.15 | 1,874 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.06 | 0.04 | 2.52 | 0.48 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,851 | 1,851 | < 0.005 | 0.28 | 0.08 | 1,935 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.37 | 0.33 | 0.29 | 3.77 | 0.00 | 0.00 | 58.7 | 58.7 | 0.00 | 5.99 | 5.99 | — | 935 | 935 | 0.02 | 0.04 | 1.25 | 948 |
| Vendor | 0.03 | 0.02 | 1.24 | 0.23 | 0.01 | 0.01 | 11.8 | 11.8 | 0.01 | 1.22 | 1.22 | — | 916 | 916 | < 0.005 | 0.14 | 0.70 | 958 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.06 | 0.05 | 0.69 | 0.00 | 0.00 | 10.7 | 10.7 | 0.00 | 1.09 | 1.09 | — | 155 | 155 | < 0.005 | 0.01 | 0.21 | 157 |
| Vendor | 0.01 | < 0.005 | 0.23 | 0.04 | < 0.005 | < 0.005 | 2.16 | 2.16 | < 0.005 | 0.22 | 0.22 | — | 152 | 152 | < 0.005 | 0.02 | 0.12 | 159 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.15. Paving (2029) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.80 | 0.67 | 6.46 | 9.92 | 0.01 | 0.24 | — | 0.24 | 0.22 | — | 0.22 | — | 1,511 | 1,511 | 0.06 | 0.01 | — | 1,516 |
| Paving | — | 2.39 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.80 | 0.67 | 6.46 | 9.92 | 0.01 | 0.24 | — | 0.24 | 0.22 | — | 0.22 | — | 1,511 | 1,511 | 0.06 | 0.01 | — | 1,516 |
| Paving | — | 2.39 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.13 | 1.27 | 1.96 | < 0.005 | 0.05 | — | 0.05 | 0.04 | — | 0.04 | — | 298 | 298 | 0.01 | < 0.005 | — | 299 |
| Paving | — | 0.47 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.02 | 0.23 | 0.36 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 49.3 | 49.3 | < 0.005 | < 0.005 | — | 49.5 |
| Paving | — | 0.09 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 0.03 | 0.73 | 0.00 | 0.00 | 9.30 | 9.30 | 0.00 | 0.95 | 0.95 | — | 157 | 157 | < 0.005 | 0.01 | 0.44 | 159 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.05 | 0.05 | 0.57 | 0.00 | 0.00 | 9.30 | 9.30 | 0.00 | 0.95 | 0.95 | — | 141 | 141 | < 0.005 | 0.01 | 0.01 | 143 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.11 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.18 | 0.18 | — | 28.4 | 28.4 | < 0.005 | < 0.005 | 0.04 | 28.8 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.33 | 0.33 | 0.00 | 0.03 | 0.03 | — | 4.70 | 4.70 | < 0.005 | < 0.005 | 0.01 | 4.77 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.16. Paving (2029) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.16 | 1.93 | 10.6 | 0.01 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,511 | 1,511 | 0.06 | 0.01 | — | 1,516 |
| Paving | — | 2.39 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.16 | 1.93 | 10.6 | 0.01 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,511 | 1,511 | 0.06 | 0.01 | — | 1,516 |
| Paving | — | 2.39 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.38 | 2.09 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 298 | 298 | 0.01 | < 0.005 | — | 299 |
| Paving | — | 0.47 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.07 | 0.38 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 49.3 | 49.3 | < 0.005 | < 0.005 | — | 49.5 |
| Paving | — | 0.09 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 0.03 | 0.73 | 0.00 | 0.00 | 9.30 | 9.30 | 0.00 | 0.95 | 0.95 | — | 157 | 157 | < 0.005 | 0.01 | 0.44 | 159 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.05 | 0.05 | 0.57 | 0.00 | 0.00 | 9.30 | 9.30 | 0.00 | 0.95 | 0.95 | — | 141 | 141 | < 0.005 | 0.01 | 0.01 | 143 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.11 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.18 | 0.18 | — | 28.4 | 28.4 | < 0.005 | < 0.005 | 0.04 | 28.8 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.33 | 0.33 | 0.00 | 0.03 | 0.03 | — | 4.70 | 4.70 | < 0.005 | < 0.005 | 0.01 | 4.77 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.17. Architectural Coating (2029) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12 | 0.10 | 0.79 | 1.11 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | — | 129 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.14 | 3.14 | < 0.005 | < 0.005 | — | 3.15 |
| Architectural Coatings | — | 3.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.52 | 0.52 | < 0.005 | < 0.005 | — | 0.52 |
| Architectural Coatings | — | 0.55 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.15 | 0.13 | 0.12 | 1.49 | 0.00 | 0.00 | 24.4 | 24.4 | 0.00 | 2.49 | 2.49 | — | 370 | 370 | 0.01 | 0.02 | 0.03 | 375 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.56 | 0.56 | 0.00 | 0.06 | 0.06 | — | 8.87 | 8.87 | < 0.005 | < 0.005 | 0.01 | 9.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.01 | 0.01 | — | 1.47 | 1.47 | < 0.005 | < 0.005 | < 0.005 | 1.49 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.18. Architectural Coating (2029) - Mitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.02 | 0.65 | 0.96 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | — | 129 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.14 | 3.14 | < 0.005 | < 0.005 | — | 3.15 |
| Architectural Coatings | — | 3.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.52 | 0.52 | < 0.005 | < 0.005 | — | 0.52 |
| Architectural Coatings | — | 0.55 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.15 | 0.13 | 0.12 | 1.49 | 0.00 | 0.00 | 24.4 | 24.4 | 0.00 | 2.49 | 2.49 | — | 370 | 370 | 0.01 | 0.02 | 0.03 | 375 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.56 | 0.56 | 0.00 | 0.06 | 0.06 | — | 8.87 | 8.87 | < 0.005 | < 0.005 | 0.01 | 9.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.01 | 0.01 | — | 1.47 | 1.47 | < 0.005 | < 0.005 | < 0.005 | 1.49 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.19. Architectural Coating (2030) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12 | 0.10 | 0.78 | 1.11 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | — | 129 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.02 | 0.02 | 0.14 | 0.19 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 23.0 | 23.0 | < 0.005 | < 0.005 | — | 23.1 |
| Architectural Coatings | — | 22.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.81 | 3.81 | < 0.005 | < 0.005 | — | 3.82 |
| Architectural Coatings | — | 4.04 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.13 | 0.10 | 1.40 | 0.00 | 0.00 | 24.4 | 24.4 | 0.00 | 2.49 | 2.49 | — | 364 | 364 | 0.01 | 0.02 | 0.03 | 369 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.02 | 0.25 | 0.00 | 0.00 | 4.09 | 4.09 | 0.00 | 0.42 | 0.42 | — | 64.0 | 64.0 | < 0.005 | < 0.005 | 0.08 | 64.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.75 | 0.75 | 0.00 | 0.08 | 0.08 | — | 10.6 | 10.6 | < 0.005 | < 0.005 | 0.01 | 10.7 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.20. Architectural Coating (2030) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.02 | 0.65 | 0.96 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | — | 129 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.11 | 0.17 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 23.0 | 23.0 | < 0.005 | < 0.005 | — | 23.1 |
| Architectural Coatings | — | 22.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.81 | 3.81 | < 0.005 | < 0.005 | — | 3.82 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architect Coatings | — | 4.04 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.13 | 0.10 | 1.40 | 0.00 | 0.00 | 24.4 | 24.4 | 0.00 | 2.49 | 2.49 | — | 364 | 364 | 0.01 | 0.02 | 0.03 | 369 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.02 | 0.25 | 0.00 | 0.00 | 4.09 | 4.09 | 0.00 | 0.42 | 0.42 | — | 64.0 | 64.0 | < 0.005 | < 0.005 | 0.08 | 64.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.75 | 0.75 | 0.00 | 0.08 | 0.08 | — | 10.6 | 10.6 | < 0.005 | < 0.005 | 0.01 | 10.7 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.21. Linear, Grubbing & Land Clearing (2025) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.78 | 6.78 | 6.98 | 0.01 | 0.42 | — | 0.42 | 0.39 | — | 0.39 | — | 981 | 981 | 0.04 | 0.01 | — | 984 |
| Dust From Material Movement | — | — | — | — | — | — | 0.41 | 0.41 | — | 0.04 | 0.04 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.09 | 0.07 | 0.65 | 0.67 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 94.0 | 94.0 | < 0.005 | < 0.005 | — | 94.4 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.01 | 0.12 | 0.12 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 15.6 | 15.6 | < 0.005 | < 0.005 | — | 15.6 |
| Dust From Material Movement | — | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.31 | 0.29 | 0.20 | 3.77 | 0.00 | 0.00 | 37.2 | 37.2 | 0.00 | 3.79 | 3.79 | — | 673 | 673 | 0.03 | 0.02 | 2.60 | 684 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.29 | 0.00 | 0.00 | 3.47 | 3.47 | 0.00 | 0.35 | 0.35 | — | 59.3 | 59.3 | < 0.005 | < 0.005 | 0.11 | 60.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.63 | 0.63 | 0.00 | 0.06 | 0.06 | — | 9.82 | 9.82 | < 0.005 | < 0.005 | 0.02 | 9.96 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.22. Linear, Grubbing & Land Clearing (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11 | 0.11 | 1.67 | 6.86 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 981 | 981 | 0.04 | 0.01 | — | 984 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.41 | 0.41 | — | 0.04 | 0.04 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.16 | 0.66 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 94.0 | 94.0 | < 0.005 | < 0.005 | — | 94.4 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.03 | 0.12 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 15.6 | 15.6 | < 0.005 | < 0.005 | — | 15.6 |
| Dust From Material Movement | — | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.31 | 0.29 | 0.20 | 3.77 | 0.00 | 0.00 | 37.2 | 37.2 | 0.00 | 3.79 | 3.79 | — | 673 | 673 | 0.03 | 0.02 | 2.60 | 684 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.29 | 0.00 | 0.00 | 3.47 | 3.47 | 0.00 | 0.35 | 0.35 | — | 59.3 | 59.3 | < 0.005 | < 0.005 | 0.11 | 60.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.63 | 0.63 | 0.00 | 0.06 | 0.06 | — | 9.82 | 9.82 | < 0.005 | < 0.005 | 0.02 | 9.96 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.23. Linear, Grading & Excavation (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 7.41 | 6.23 | 54.6 | 58.8 | 0.12 | 2.41 | — | 2.41 | 2.22 | — | 2.22 | — | 12,991 | 12,991 | 0.53 | 0.11 | — | 13,036 |
| Dust From Material Movement | — | — | — | — | — | — | 2.48 | 2.48 | — | 0.27 | 0.27 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.71 | 0.60 | 5.23 | 5.64 | 0.01 | 0.23 | — | 0.23 | 0.21 | — | 0.21 | — | 1,246 | 1,246 | 0.05 | 0.01 | — | 1,250 |
| Dust From Material Movement | — | — | — | — | — | — | 0.24 | 0.24 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.13 | 0.11 | 0.96 | 1.03 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 206 | 206 | 0.01 | < 0.005 | — | 207 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.57 | 0.53 | 0.36 | 6.92 | 0.00 | 0.00 | 68.2 | 68.2 | 0.00 | 6.95 | 6.95 | — | 1,234 | 1,234 | 0.06 | 0.04 | 4.77 | 1,253 |
| Vendor | < 0.005 | < 0.005 | 0.10 | 0.02 | < 0.005 | < 0.005 | 0.77 | 0.77 | < 0.005 | 0.08 | 0.08 | — | 63.0 | 63.0 | < 0.005 | 0.01 | 0.15 | 66.0 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.05 | 0.04 | 0.53 | 0.00 | 0.00 | 6.36 | 6.36 | 0.00 | 0.65 | 0.65 | — | 109 | 109 | < 0.005 | < 0.005 | 0.20 | 110 |
| Vendor | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | — | 6.04 | 6.04 | < 0.005 | < 0.005 | 0.01 | 6.32 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.10 | 0.00 | 0.00 | 1.16 | 1.16 | 0.00 | 0.12 | 0.12 | — | 18.0 | 18.0 | < 0.005 | < 0.005 | 0.03 | 18.3 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 1.00 | 1.00 | < 0.005 | < 0.005 | < 0.005 | 1.05 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.24. Linear, Grading & Excavation (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.31 | 1.31 | 12.3 | 75.1 | 0.12 | 0.24 | — | 0.24 | 0.24 | — | 0.24 | — | 12,991 | 12,991 | 0.53 | 0.11 | — | 13,036 |
| Dust From Material Movement | — | — | — | — | — | — | 2.48 | 2.48 | — | 0.27 | 0.27 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.13 | 0.13 | 1.18 | 7.20 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,246 | 1,246 | 0.05 | 0.01 | — | 1,250 |
| Dust From Material Movement | — | — | — | — | — | — | 0.24 | 0.24 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.02 | 0.22 | 1.31 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 206 | 206 | 0.01 | < 0.005 | — | 207 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.57 | 0.53 | 0.36 | 6.92 | 0.00 | 0.00 | 68.2 | 68.2 | 0.00 | 6.95 | 6.95 | — | 1,234 | 1,234 | 0.06 | 0.04 | 4.77 | 1,253 |
| Vendor | < 0.005 | < 0.005 | 0.10 | 0.02 | < 0.005 | < 0.005 | 0.77 | 0.77 | < 0.005 | 0.08 | 0.08 | — | 63.0 | 63.0 | < 0.005 | 0.01 | 0.15 | 66.0 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.05 | 0.04 | 0.53 | 0.00 | 0.00 | 6.36 | 6.36 | 0.00 | 0.65 | 0.65 | — | 109 | 109 | < 0.005 | < 0.005 | 0.20 | 110 |
| Vendor | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | — | 6.04 | 6.04 | < 0.005 | < 0.005 | 0.01 | 6.32 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.10 | 0.00 | 0.00 | 1.16 | 1.16 | 0.00 | 0.12 | 0.12 | — | 18.0 | 18.0 | < 0.005 | < 0.005 | 0.03 | 18.3 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 1.00 | 1.00 | < 0.005 | < 0.005 | < 0.005 | 1.05 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.25. Linear, Drainage, Utilities, & Sub-Grade (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 5.99 | 5.02 | 45.9 | 47.3 | 0.11 | 1.83 | — | 1.83 | 1.68 | — | 1.68 | — | 11,387 | 11,387 | 0.46 | 0.09 | — | 11,426 |
| Dust From Material Movement | — | — | — | — | — | — | 2.07 | 2.07 | — | 0.22 | 0.22 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.57 | 0.48 | 4.40 | 4.53 | 0.01 | 0.18 | — | 0.18 | 0.16 | — | 0.16 | — | 1,092 | 1,092 | 0.04 | 0.01 | — | 1,096 |
| Dust From Material Movement | — | — | — | — | — | — | 0.20 | 0.20 | — | 0.02 | 0.02 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.10 | 0.09 | 0.80 | 0.83 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 181 | 181 | 0.01 | < 0.005 | — | 181 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.52 | 0.48 | 0.33 | 6.29 | 0.00 | 0.00 | 62.0 | 62.0 | 0.00 | 6.32 | 6.32 | — | 1,122 | 1,122 | 0.05 | 0.04 | 4.34 | 1,139 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.04 | 0.04 | 0.48 | 0.00 | 0.00 | 5.78 | 5.78 | 0.00 | 0.59 | 0.59 | — | 98.9 | 98.9 | < 0.005 | < 0.005 | 0.18 | 100 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 1.05 | 1.05 | 0.00 | 0.11 | 0.11 | — | 16.4 | 16.4 | < 0.005 | < 0.005 | 0.03 | 16.6 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.26. Linear, Drainage, Utilities, & Sub-Grade (2025) - Mitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.58 | 1.49 | 10.3 | 63.2 | 0.11 | 0.34 | — | 0.34 | 0.33 | — | 0.33 | — | 11,387 | 11,387 | 0.46 | 0.09 | — | 11,426 |
| Dust From Material Movement | — | — | — | — | — | — | 2.07 | 2.07 | — | 0.22 | 0.22 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 0.14 | 0.98 | 6.06 | 0.01 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,092 | 1,092 | 0.04 | 0.01 | — | 1,096 |
| Dust From Material Movement | — | — | — | — | — | — | 0.20 | 0.20 | — | 0.02 | 0.02 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.18 | 1.11 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 181 | 181 | 0.01 | < 0.005 | — | 181 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.52 | 0.48 | 0.33 | 6.29 | 0.00 | 0.00 | 62.0 | 62.0 | 0.00 | 6.32 | 6.32 | — | 1,122 | 1,122 | 0.05 | 0.04 | 4.34 | 1,139 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.04 | 0.04 | 0.48 | 0.00 | 0.00 | 5.78 | 5.78 | 0.00 | 0.59 | 0.59 | — | 98.9 | 98.9 | < 0.005 | < 0.005 | 0.18 | 100 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 1.05 | 1.05 | 0.00 | 0.11 | 0.11 | — | 16.4 | 16.4 | < 0.005 | < 0.005 | 0.03 | 16.6 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.27. Linear, Paving (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.11 | 1.78 | 15.4 | 21.6 | 0.03 | 0.68 | — | 0.68 | 0.62 | — | 0.62 | — | 3,240 | 3,240 | 0.13 | 0.03 | — | 3,251 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.11 | 1.78 | 15.4 | 21.6 | 0.03 | 0.68 | — | 0.68 | 0.62 | — | 0.62 | — | 3,240 | 3,240 | 0.13 | 0.03 | — | 3,251 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.20 | 0.17 | 1.48 | 2.07 | < 0.005 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 311 | 311 | 0.01 | < 0.005 | — | 312 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.27 | 0.38 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 51.4 | 51.4 | < 0.005 | < 0.005 | — | 51.6 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.44 | 0.41 | 0.28 | 5.35 | 0.00 | 0.00 | 52.7 | 52.7 | 0.00 | 5.37 | 5.37 | — | 953 | 953 | 0.04 | 0.03 | 3.69 | 968 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.40 | 0.36 | 0.38 | 4.21 | 0.00 | 0.00 | 52.7 | 52.7 | 0.00 | 5.37 | 5.37 | — | 858 | 858 | 0.02 | 0.03 | 0.10 | 869 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.04 | 0.04 | 0.03 | 0.41 | 0.00 | 0.00 | 4.91 | 4.91 | 0.00 | 0.50 | 0.50 | — | 84.1 | 84.1 | < 0.005 | < 0.005 | 0.15 | 85.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.08 | 0.00 | 0.00 | 0.90 | 0.90 | 0.00 | 0.09 | 0.09 | — | 13.9 | 13.9 | < 0.005 | < 0.005 | 0.03 | 14.1 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.28. Linear, Paving (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.36 | 0.36 | 5.16 | 22.7 | 0.03 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 3,240 | 3,240 | 0.13 | 0.03 | — | 3,251 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.36 | 0.36 | 5.16 | 22.7 | 0.03 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 3,240 | 3,240 | 0.13 | 0.03 | — | 3,251 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.49 | 2.17 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 311 | 311 | 0.01 | < 0.005 | — | 312 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.09 | 0.40 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 51.4 | 51.4 | < 0.005 | < 0.005 | — | 51.6 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.44 | 0.41 | 0.28 | 5.35 | 0.00 | 0.00 | 52.7 | 52.7 | 0.00 | 5.37 | 5.37 | — | 953 | 953 | 0.04 | 0.03 | 3.69 | 968 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.40 | 0.36 | 0.38 | 4.21 | 0.00 | 0.00 | 52.7 | 52.7 | 0.00 | 5.37 | 5.37 | — | 858 | 858 | 0.02 | 0.03 | 0.10 | 869 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.04 | 0.04 | 0.03 | 0.41 | 0.00 | 0.00 | 4.91 | 4.91 | 0.00 | 0.50 | 0.50 | — | 84.1 | 84.1 | < 0.005 | < 0.005 | 0.15 | 85.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.08 | 0.00 | 0.00 | 0.90 | 0.90 | 0.00 | 0.09 | 0.09 | — | 13.9 | 13.9 | < 0.005 | < 0.005 | 0.03 | 14.1 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# 4. Operations Emissions Details

## 4.10. Soil Carbon Accumulation By Vegetation Type

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Site Preparation | Site Preparation | 4/1/2025 | 5/23/2025 | 5.00 | 39.0 | — |
| Grading | Grading | 5/24/2025 | 10/14/2025 | 5.00 | 102 | — |
| Building Construction | Building Construction | 10/15/2025 | 9/10/2029 | 5.00 | 1,019 | — |
| Paving | Paving | 9/11/2029 | 12/19/2029 | 5.00 | 72.0 | — |
| Architectural Coating | Architectural Coating | 12/20/2029 | 3/29/2030 | 5.00 | 72.0 | — |
| Linear, Grubbing & Land Clearing | Linear, Grubbing & Land Clearing | 4/1/2025 | 5/19/2025 | 5.00 | 35.0 | — |

| | | | | | | |
|---|---|---|---|---|---|---|
| Linear, Grading & Excavation | Linear, Grading & Excavation | 5/20/2025 | 7/7/2025 | 5.00 | 35.0 | — |
| Linear, Drainage, Utilities, & Sub-Grade | Linear, Drainage, Utilities, & Sub-Grade | 7/8/2025 | 8/25/2025 | 5.00 | 35.0 | — |
| Linear, Paving | Linear, Paving | 8/26/2025 | 10/13/2025 | 5.00 | 35.0 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

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

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Linear, Grubbing & Land Clearing | Signal Boards | Electric | Average | 20.0 | 8.00 | 6.00 | 0.82 |
| Linear, Grubbing & Land Clearing | Crawler Tractors | Diesel | Average | 2.00 | 8.00 | 87.0 | 0.43 |
| Linear, Grubbing & Land Clearing | Excavators | Diesel | Average | 2.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Excavators | Diesel | Average | 6.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Crawler Tractors | Diesel | Average | 2.00 | 8.00 | 87.0 | 0.43 |
| Linear, Grading & Excavation | Graders | Diesel | Average | 2.00 | 8.00 | 148 | 0.41 |
| Linear, Grading & Excavation | Rollers | Diesel | Average | 4.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Signal Boards | Electric | Average | 20.0 | 8.00 | 6.00 | 0.82 |
| Linear, Grading & Excavation | Tractors/Loaders/Backhoes | Diesel | Average | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Grading & Excavation | Rubber Tired Loaders | Diesel | Average | 2.00 | 8.00 | 150 | 0.36 |
| Linear, Grading & Excavation | Scrapers | Diesel | Average | 4.00 | 8.00 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Scrapers | Diesel | Average | 4.00 | 8.00 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Rough Terrain Forklifts | Diesel | Average | 2.00 | 8.00 | 96.0 | 0.40 |
| Linear, Drainage, Utilities, & Sub-Grade | Signal Boards | Electric | Average | 20.0 | 8.00 | 6.00 | 0.82 |
| Linear, Drainage, Utilities, & Sub-Grade | Tractors/Loaders/Backhoes | Diesel | Average | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Drainage, Utilities, & Sub-Grade | Graders | Diesel | Average | 2.00 | 8.00 | 148 | 0.41 |
| Linear, Drainage, Utilities, & Sub-Grade | Plate Compactors | Diesel | Average | 2.00 | 8.00 | 8.00 | 0.43 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Linear, Drainage, Utilities, & Sub-Grade | Pumps | Diesel | Average | 2.00 | 8.00 | 11.0 | 0.74 |
| Linear, Drainage, Utilities, & Sub-Grade | Air Compressors | Diesel | Average | 2.00 | 8.00 | 37.0 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Generator Sets | Diesel | Average | 2.00 | 8.00 | 14.0 | 0.74 |
| Linear, Paving | Rollers | Diesel | Average | 6.00 | 8.00 | 36.0 | 0.38 |
| Linear, Paving | Paving Equipment | Diesel | Average | 2.00 | 8.00 | 89.0 | 0.36 |
| Linear, Paving | Pavers | Diesel | Average | 2.00 | 8.00 | 81.0 | 0.42 |
| Linear, Paving | Tractors/Loaders/Backhoes | Diesel | Average | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Paving | Signal Boards | Electric | Average | 20.0 | 8.00 | 6.00 | 0.82 |

### 5.2.2. Mitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | Diesel | Tier 4 Final | 3.00 | 8.00 | 367 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4.00 | 8.00 | 84.0 | 0.37 |
| Grading | Graders | Diesel | Tier 4 Final | 1.00 | 8.00 | 148 | 0.41 |
| Grading | Excavators | Diesel | Tier 4 Final | 2.00 | 8.00 | 36.0 | 0.38 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 2.00 | 8.00 | 84.0 | 0.37 |
| Grading | Scrapers | Diesel | Tier 4 Final | 2.00 | 8.00 | 423 | 0.48 |
| Grading | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 8.00 | 367 | 0.40 |
| Building Construction | Forklifts | Diesel | Tier 4 Final | 3.00 | 8.00 | 82.0 | 0.20 |
| Building Construction | Generator Sets | Diesel | Average | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Cranes | Diesel | Tier 4 Final | 1.00 | 7.00 | 367 | 0.29 |
| Building Construction | Welders | Diesel | Tier 4 Final | 1.00 | 8.00 | 46.0 | 0.45 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 3.00 | 7.00 | 84.0 | 0.37 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Paving | Pavers | Diesel | Tier 4 Final | 2.00 | 8.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Tier 4 Final | 2.00 | 8.00 | 89.0 | 0.36 |
| Paving | Rollers | Diesel | Tier 4 Final | 2.00 | 8.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Tier 4 Final | 1.00 | 6.00 | 37.0 | 0.48 |
| Linear, Grubbing & Land Clearing | Signal Boards | Electric | Average | 20.0 | 8.00 | 6.00 | 0.82 |
| Linear, Grubbing & Land Clearing | Crawler Tractors | Diesel | Tier 4 Final | 2.00 | 8.00 | 87.0 | 0.43 |
| Linear, Grubbing & Land Clearing | Excavators | Diesel | Tier 4 Final | 2.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Excavators | Diesel | Tier 4 Final | 6.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Crawler Tractors | Diesel | Tier 4 Final | 2.00 | 8.00 | 87.0 | 0.43 |
| Linear, Grading & Excavation | Graders | Diesel | Tier 4 Final | 2.00 | 8.00 | 148 | 0.41 |
| Linear, Grading & Excavation | Rollers | Diesel | Tier 4 Final | 4.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Signal Boards | Electric | Average | 20.0 | 8.00 | 6.00 | 0.82 |
| Linear, Grading & Excavation | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Grading & Excavation | Rubber Tired Loaders | Diesel | Tier 4 Final | 2.00 | 8.00 | 150 | 0.36 |
| Linear, Grading & Excavation | Scrapers | Diesel | Tier 4 Final | 4.00 | 8.00 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Scrapers | Diesel | Tier 4 Final | 4.00 | 8.00 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Rough Terrain Forklifts | Diesel | Tier 4 Final | 2.00 | 8.00 | 96.0 | 0.40 |
| Linear, Drainage, Utilities, & Sub-Grade | Signal Boards | Electric | Average | 20.0 | 8.00 | 6.00 | 0.82 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Linear, Drainage, Utilities, & Sub-Grade | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Drainage, Utilities, & Sub-Grade | Graders | Diesel | Tier 4 Final | 2.00 | 8.00 | 148 | 0.41 |
| Linear, Drainage, Utilities, & Sub-Grade | Plate Compactors | Diesel | Average | 2.00 | 8.00 | 8.00 | 0.43 |
| Linear, Drainage, Utilities, & Sub-Grade | Pumps | Diesel | Average | 2.00 | 8.00 | 11.0 | 0.74 |
| Linear, Drainage, Utilities, & Sub-Grade | Air Compressors | Diesel | Tier 4 Final | 2.00 | 8.00 | 37.0 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Generator Sets | Diesel | Average | 2.00 | 8.00 | 14.0 | 0.74 |
| Linear, Paving | Rollers | Diesel | Tier 4 Final | 6.00 | 8.00 | 36.0 | 0.38 |
| Linear, Paving | Paving Equipment | Diesel | Tier 4 Final | 2.00 | 8.00 | 89.0 | 0.36 |
| Linear, Paving | Pavers | Diesel | Tier 4 Final | 2.00 | 8.00 | 81.0 | 0.42 |
| Linear, Paving | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Paving | Signal Boards | Electric | Average | 20.0 | 8.00 | 6.00 | 0.82 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 17.5 | 14.3 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 8.80 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 20.0 | 14.3 | LDA,LDT1,LDT2 |

| | | | | |
|---|---|---|---|---|
| Grading | Vendor | — | 8.80 | HHDT,MHDT |
| Grading | Hauling | 0.00 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 197 | 14.3 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 64.1 | 8.80 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 15.0 | 14.3 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 8.80 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 39.4 | 14.3 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 8.80 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |
| Linear, Grubbing & Land Clearing | — | — | — | — |
| Linear, Grubbing & Land Clearing | Worker | 60.0 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grubbing & Land Clearing | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Grubbing & Land Clearing | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Grubbing & Land Clearing | Onsite truck | — | — | HHDT |
| Linear, Grading & Excavation | — | — | — | — |
| Linear, Grading & Excavation | Worker | 110 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grading & Excavation | Vendor | 2.00 | 8.80 | HHDT,MHDT |
| Linear, Grading & Excavation | Hauling | 0.00 | 20.0 | HHDT |

| | | | | |
|---|---|---|---|---|
| Linear, Grading & Excavation | Onsite truck | — | — | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | — | — | — | — |
| Linear, Drainage, Utilities, & Sub-Grade | Worker | 100 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Drainage, Utilities, & Sub-Grade | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Onsite truck | — | — | HHDT |
| Linear, Paving | — | — | — | — |
| Linear, Paving | Worker | 85.0 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Paving | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Paving | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Paving | Onsite truck | — | — | HHDT |

### 5.3.2. Mitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 17.5 | 14.3 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 8.80 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 20.0 | 14.3 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 8.80 | HHDT,MHDT |
| Grading | Hauling | 0.00 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 197 | 14.3 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 64.1 | 8.80 | HHDT,MHDT |

| | | | | |
|---|---|---|---|---|
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 15.0 | 14.3 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 8.80 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 39.4 | 14.3 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 8.80 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |
| Linear, Grubbing & Land Clearing | — | — | — | — |
| Linear, Grubbing & Land Clearing | Worker | 60.0 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grubbing & Land Clearing | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Grubbing & Land Clearing | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Grubbing & Land Clearing | Onsite truck | — | — | HHDT |
| Linear, Grading & Excavation | — | — | — | — |
| Linear, Grading & Excavation | Worker | 110 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grading & Excavation | Vendor | 2.00 | 8.80 | HHDT,MHDT |
| Linear, Grading & Excavation | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Grading & Excavation | Onsite truck | — | — | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | — | — | — | — |
| Linear, Drainage, Utilities, & Sub-Grade | Worker | 100 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Drainage, Utilities, & Sub-Grade | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Onsite truck | — | — | HHDT |

| | | | | |
|---|---|---|---|---|
| Linear, Paving | — | — | — | — |
| Linear, Paving | Worker | 85.0 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Paving | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Paving | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Paving | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 1,496,576 | 498,859 | 215,622 | 71,874 | — |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (sq. ft.) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Site Preparation | — | — | 58.5 | 0.00 | — |
| Grading | — | — | 306 | 0.00 | — |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 69.8 |
| Linear, Grubbing & Land Clearing | — | — | 65.7 | 0.00 | — |
| Linear, Grading & Excavation | — | — | 65.7 | 0.00 | — |
| Linear, Drainage, Utilities, & Sub-Grade | — | — | 65.7 | 0.00 | — |

### 5.6.2. Construction Earthmoving Control Strategies

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

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Single Family Housing | 0.20 | 0% |
| Single Family Housing | 3.98 | 0% |
| Health Club | 0.00 | 0% |
| City Park | 0.00 | 0% |
| City Park | 0.00 | 0% |
| City Park | 0.00 | 0% |
| Road Construction | 31.5 | 100% |
| Road Construction | 34.2 | 100% |

## 5.8. Construction Electricity Consumption and Emissions Factors

### kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2025 | 2,348 | 204 | 0.03 | < 0.005 |
| 2026 | 0.00 | 204 | 0.03 | < 0.005 |
| 2027 | 0.00 | 204 | 0.03 | < 0.005 |
| 2028 | 0.00 | 204 | 0.03 | < 0.005 |
| 2029 | 0.00 | 204 | 0.03 | < 0.005 |
| 2030 | 0.00 | 204 | 0.03 | < 0.005 |

# 5.18. Vegetation

## 5.18.1. Land Use Change

### 5.18.1.1. Unmitigated

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

### 5.18.1.2. Mitigated

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

## 5.18.1. Biomass Cover Type

### 5.18.1.1. Unmitigated

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

### 5.18.1.2. Mitigated

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

## 5.18.2. Sequestration

### 5.18.2.1. Unmitigated

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

### 5.18.2.2. Mitigated

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

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 31.2 | annual days of extreme heat |
| Extreme Precipitation | 9.95 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 16.6 | 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 | 2 | 0 | 0 | N/A |
| Sea Level Rise | N/A | N/A | N/A | 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 | 0 | 0 | 0 | N/A |

| | | | | |
|---|---|---|---|---|
| Air Quality Degradation | N/A | N/A | N/A | N/A |

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

## 6.3. Adjusted Climate Risk Scores

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

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

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |

| | |
|---|---|
| AQ-Ozone | 75.1 |
| AQ-PM | 14.1 |
| AQ-DPM | 12.2 |
| Drinking Water | 15.7 |
| Lead Risk Housing | 1.95 |
| Pesticides | 27.4 |
| Toxic Releases | 13.2 |
| Traffic | 15.6 |
| Effect Indicators | — |
| CleanUp Sites | 50.3 |
| Groundwater | 0.00 |
| Haz Waste Facilities/Generators | 19.2 |
| Impaired Water Bodies | 12.5 |
| Solid Waste | 2.52 |
| Sensitive Population | — |
| Asthma | 7.33 |
| Cardio-vascular | 25.7 |
| Low Birth Weights | 0.23 |
| Socioeconomic Factor Indicators | — |
| Education | 2.30 |
| Housing | 2.43 |
| Linguistic | 0.92 |
| Poverty | 3.54 |
| Unemployment | 26.9 |

## 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 | 99.08892596 |
| Employed | 79.81521879 |
| Median HI | 93.40433723 |
| Education | — |
| Bachelor's or higher | 84.10111639 |
| High school enrollment | 100 |
| Preschool enrollment | 21.10868728 |
| Transportation | — |
| Auto Access | 90.86359553 |
| Active commuting | 57.71846529 |
| Social | — |
| 2-parent households | 98.53714872 |
| Voting | 94.81586039 |
| Neighborhood | — |
| Alcohol availability | 88.14320544 |
| Park access | 39.61247273 |
| Retail density | 15.95021173 |
| Supermarket access | 26.3826511 |
| Tree canopy | 94.66187604 |
| Housing | — |
| Homeownership | 99.28140639 |
| Housing habitability | 99.97433594 |
| Low-inc homeowner severe housing cost burden | 94.52072373 |
| Low-inc renter severe housing cost burden | 99.08892596 |
| Uncrowded housing | 96.93314513 |

| | |
|---|---|
| Health Outcomes | — |
| Insured adults | 97.11279353 |
| Arthritis | 0.0 |
| Asthma ER Admissions | 91.3 |
| High Blood Pressure | 0.0 |
| Cancer (excluding skin) | 0.0 |
| Asthma | 0.0 |
| Coronary Heart Disease | 0.0 |
| Chronic Obstructive Pulmonary Disease | 0.0 |
| Diagnosed Diabetes | 0.0 |
| Life Expectancy at Birth | 75.2 |
| Cognitively Disabled | 98.4 |
| Physically  Disabled | 98.6 |
| Heart Attack ER Admissions | 77.2 |
| Mental Health Not Good | 0.0 |
| Chronic Kidney Disease | 0.0 |
| Obesity | 0.0 |
| Pedestrian Injuries | 19.6 |
| Physical Health Not Good | 0.0 |
| Stroke | 0.0 |
| Health Risk Behaviors | — |
| Binge Drinking | 0.0 |
| Current Smoker | 0.0 |
| No Leisure Time for Physical Activity | 0.0 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |

| | |
|---|---|
| Children | 55.0 |
| Elderly | 47.3 |
| English Speaking | 72.5 |
| Foreign-born | 6.2 |
| Outdoor Workers | 65.6 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 90.5 |
| Traffic Density | 17.6 |
| Traffic Access | 0.0 |
| Other Indices | — |
| Hardship | 7.2 |
| Other Decision Support | — |
| 2016 Voting | 97.6 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 0.00 |
| Healthy Places Index Score for Project Location (b) | 95.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | No |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | PD |
| Construction: Construction Phases | 5 year buildout starting in April 2025 |
| Construction: Architectural Coatings | El dorado VOC limit: 100 g/L for flat, 50 for nonflat |

1. Basic Project Information

1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Green Valley Operations |
| Operational Year | 2031 |
| Lead Agency | |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.3 |
| Precipitation (days) | 10.4 |
| Location | 38.70441380881826, -121.04878050363874 |
| County | El Dorado-Mountain County |
| City | Unincorporated |
| Air District | El Dorado County AQMD |
| Air Basin | Mountain Counties |
| TAZ | 400 |
| EDFZ | 4 |
| Electric Utility | Pacific Gas & Electric Company |
| Gas Utility | Pacific Gas & Electric |
| App Version | 2022.1.1.22 |

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 |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 18 | Dwelling Unit | 5 | 35100 | 210831 | | 46 | LDR |
| Single Family Housing | 361 | Dwelling Unit | 171 | 703950 | 4228341 | | 917 | HDR |
| Health Club | 144 | 1000sqft | 3.3 | 143748 | | | | Clubhouse |
| City Park | 4 | Acre | 4 | 0 | | | | Public Facility (Lot A) |

1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector | # | Measure Title |
|---|---|---|
| Energy | E-15 | Require All-Electric Development |

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

| Un/Mit. | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Unmit. | 16.6 | 36.7 | 15.2 | 98.6 | 0.19 | 0.77 | 145 | 146 | 0.76 | 16.4 | 17.2 | 595 | 27170 | 27765 | 61.2 | 0.82 | 38.3 | 29580 |
| Mit. | 16.3 | 36.6 | 12.4 | 97.4 | 0.18 | 0.54 | 145 | 146 | 0.53 | 16.4 | 16.9 | 595 | 23641 | 24236 | 60.9 | 0.82 | 38.3 | 26041 |
| % Reduced | 1.96 | 0.44 | 18.4 | 1.2 | 9.18 | 29.2 | | 0.15 | 29.7 | | 1.31 | | 13 | 12.7 | 0.51 | 0.8 | | 12 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Unmit. | 12.4 | 32.6 | 16 | 67.3 | 0.18 | 0.75 | 145 | 146 | 0.74 | 16.4 | 17.1 | 595 | 26065 | 26661 | 61.4 | 0.89 | 6.82 | 28465 |
| Mit. | 12 | 32.5 | 13.2 | 66.1 | 0.16 | 0.52 | 145 | 146 | 0.52 | 16.4 | 16.9 | 595 | 22537 | 23132 | 61 | 0.88 | 6.82 | 24926 |
| % Reduced | 2.63 | 0.5 | 17.4 | 1.76 | 9.75 | 30.1 | | 0.15 | 30.3 | | 1.31 | | 13.5 | 13.2 | 0.51 | 0.74 | | 12.4 |
| Average Daily (Max) | | | | | | | | | | | | | | | | | | |
| Unmit. | 13.6 | 34 | 13.1 | 78.2 | 0.17 | 0.54 | 141 | 142 | 0.53 | 16 | 16.5 | 595 | 22900 | 23496 | 61.2 | 0.86 | 19.9 | 25302 |
| Mit. | 13.3 | 33.8 | 10.3 | 77 | 0.15 | 0.32 | 141 | 142 | 0.31 | 16 | 16.3 | 595 | 19372 | 19967 | 60.9 | 0.85 | 19.9 | 21763 |
| % Reduced | 2.39 | 0.48 | 21.3 | 1.51 | 10.6 | 41.5 | | 0.16 | 42.2 | | 1.36 | | 15.4 | 15 | 0.51 | 0.77 | | 14 |
| Annual (Max) | | | | | | | | | | | | | | | | | | |
| Unmit. | 2.48 | 6.2 | 2.39 | 14.3 | 0.03 | 0.1 | 25.8 | 25.9 | 0.1 | 2.92 | 3.02 | 98.5 | 3791 | 3890 | 10.1 | 0.14 | 3.3 | 4189 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mit. | | 2.43 | 6.17 | 1.88 | 14.1 | 0.03 | 0.06 | 25.8 | 25.8 | 0.06 | 2.92 | 2.98 | 98.5 | 3207 | 3306 | 10.1 | 0.14 | 3.3 | 3603 |
| % Reduced | | 2.39 | 0.48 | 21.3 | 1.51 | 10.6 | 41.5 | | 0.16 | 42.2 | | 1.36 | | 15.4 | 15 | 0.51 | 0.77 | | 14 |

2.5. Operations Emissions by Sector, Unmitigated

| Sector | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Mobile | | 12.6 | 12 | 7.06 | 66.7 | 0.14 | 0.12 | 145 | 145 | 0.12 | 16.4 | 16.5 | | 14530 | 14530 | 0.65 | 0.65 | 32.3 | 14774 |
| Area | | 3.48 | 24.5 | 3.71 | 29.3 | 0.02 | 0.3 | | 0.3 | 0.3 | | 0.3 | 0 | 4472 | 4472 | 0.09 | 0.01 | | 4477 |
| Energy | | 0.5 | 0.25 | 4.38 | 2.53 | 0.03 | 0.35 | | 0.35 | 0.35 | | 0.35 | | 8079 | 8079 | 0.91 | 0.06 | | 8120 |
| Water | | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | | 259 |
| Waste | | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | | 1944 |
| Refrig. | | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Total | | 16.6 | 36.7 | 15.2 | 98.6 | 0.19 | 0.77 | 145 | 146 | 0.76 | 16.4 | 17.2 | 595 | 27170 | 27765 | 61.2 | 0.82 | 38.3 | 29580 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Mobile | | 11.5 | 10.8 | 8.18 | 63.3 | 0.13 | 0.12 | 145 | 145 | 0.12 | 16.4 | 16.5 | | 13509 | 13509 | 0.76 | 0.72 | 0.84 | 13742 |
| Area | | 0.4 | 21.6 | 3.46 | 1.47 | 0.02 | 0.28 | | 0.28 | 0.28 | | 0.28 | 0 | 4389 | 4389 | 0.08 | 0.01 | | 4394 |
| Energy | | 0.5 | 0.25 | 4.38 | 2.53 | 0.03 | 0.35 | | 0.35 | 0.35 | | 0.35 | | 8079 | 8079 | 0.91 | 0.06 | | 8120 |
| Water | | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | | 259 |
| Waste | | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | | 1944 |
| Refrig. | | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Total | | 12.4 | 32.6 | 16 | 67.3 | 0.18 | 0.75 | 145 | 146 | 0.74 | 16.4 | 17.1 | 595 | 26065 | 26661 | 61.4 | 0.89 | 6.82 | 28465 |
| Average Daily | | | | | | | | | | | | | | | | | | | |
| Mobile | | 11.5 | 10.8 | 7.81 | 61.6 | 0.13 | 0.12 | 141 | 141 | 0.12 | 16 | 16.1 | | 13706 | 13706 | 0.72 | 0.69 | 13.9 | 13944 |
| Area | | 1.61 | 22.9 | 0.9 | 14.1 | 0.01 | 0.07 | | 0.07 | 0.07 | | 0.07 | 0 | 1027 | 1027 | 0.02 | < 0.005 | | 1028 |
| Energy | | 0.5 | 0.25 | 4.38 | 2.53 | 0.03 | 0.35 | | 0.35 | 0.35 | | 0.35 | | 8079 | 8079 | 0.91 | 0.06 | | 8120 |
| Water | | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | | 259 |
| Waste | | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | | 1944 |
| Refrig. | | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Total | | 13.6 | 34 | 13.1 | 78.2 | 0.17 | 0.54 | 141 | 142 | 0.53 | 16 | 16.5 | 595 | 22900 | 23496 | 61.2 | 0.86 | 19.9 | 25302 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Mobile | | 2.1 | 1.98 | 1.43 | 11.2 | 0.02 | 0.02 | 25.8 | 25.8 | 0.02 | 2.92 | 2.94 | | 2269 | 2269 | 0.12 | 0.11 | 2.31 | 2309 |
| Area | | 0.29 | 4.18 | 0.16 | 2.57 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | 0 | 170 | 170 | < 0.005 | < 0.005 | | 170 |
| Energy | | 0.09 | 0.05 | 0.8 | 0.46 | < 0.005 | 0.06 | | 0.06 | 0.06 | | 0.06 | | 1338 | 1338 | 0.15 | 0.01 | | 1344 |
| Water | | | | | | | | | | | | | 6.54 | 14.7 | 21.2 | 0.67 | 0.02 | | 42.9 |
| Waste | | | | | | | | | | | | | 92 | 0 | 92 | 9.19 | 0 | | 322 |
| Refrig. | | | | | | | | | | | | | | | | | | 0.99 | 0.99 |
| Total | | 2.48 | 6.2 | 2.39 | 14.3 | 0.03 | 0.1 | 25.8 | 25.9 | 0.1 | 2.92 | 3.02 | 98.5 | 3791 | 3890 | 10.1 | 0.14 | 3.3 | 4189 |

2.6. Operations Emissions by Sector, Mitigated

| Sector | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Mobile | | 12.6 | 12 | 7.06 | 66.7 | 0.14 | 0.12 | 145 | 145 | 0.12 | 16.4 | 16.5 | | 14530 | 14530 | 0.65 | 0.65 | 32.3 | 14774 |
| Area | | 3.48 | 24.5 | 3.71 | 29.3 | 0.02 | 0.3 | | 0.3 | 0.3 | | 0.3 | 0 | 4472 | 4472 | 0.09 | 0.01 | | 4477 |
| Energy | | 0.18 | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | | 0.12 | 0.12 | | 0.12 | | 4550 | 4550 | 0.6 | 0.06 | | 4582 |
| Water | | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | | 259 |
| Waste | | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | | 1944 |
| Refrig. | | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Total | | 16.3 | 36.6 | 12.4 | 97.4 | 0.18 | 0.54 | 145 | 146 | 0.53 | 16.4 | 16.9 | 595 | 23641 | 24236 | 60.9 | 0.82 | 38.3 | 26041 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Mobile | | 11.5 | 10.8 | 8.18 | 63.3 | 0.13 | 0.12 | 145 | 145 | 0.12 | 16.4 | 16.5 | | 13509 | 13509 | 0.76 | 0.72 | 0.84 | 13742 |
| Area | | 0.4 | 21.6 | 3.46 | 1.47 | 0.02 | 0.28 | | 0.28 | 0.28 | | 0.28 | 0 | 4389 | 4389 | 0.08 | 0.01 | | 4394 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Energy | 0.18 | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | | 0.12 | 0.12 | | 0.12 | | 4550 | 4550 | 0.6 | 0.06 | | 4582 |
| Water | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | | 259 |
| Waste | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | | 1944 |
| Refrig. | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Total | 12 | 32.5 | 13.2 | 66.1 | 0.16 | 0.52 | 145 | 146 | 0.52 | 16.4 | 16.9 | 595 | 22537 | 23132 | 61 | 0.88 | 6.82 | 24926 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| Mobile | 11.5 | 10.8 | 7.81 | 61.6 | 0.13 | 0.12 | 141 | 141 | 0.12 | 16 | 16.1 | | 13706 | 13706 | 0.72 | 0.69 | 13.9 | 13944 |
| Area | 1.61 | 22.9 | 0.9 | 14.1 | 0.01 | 0.07 | | 0.07 | 0.07 | | 0.07 | 0 | 1027 | 1027 | 0.02 | < 0.005 | | 1028 |
| Energy | 0.18 | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | | 0.12 | 0.12 | | 0.12 | | 4550 | 4550 | 0.6 | 0.06 | | 4582 |
| Water | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | | 259 |
| Waste | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | | 1944 |
| Refrig. | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Total | 13.3 | 33.8 | 10.3 | 77 | 0.15 | 0.32 | 141 | 142 | 0.31 | 16 | 16.3 | 595 | 19372 | 19967 | 60.9 | 0.85 | 19.9 | 21763 |
| Annual | | | | | | | | | | | | | | | | | | |
| Mobile | 2.1 | 1.98 | 1.43 | 11.2 | 0.02 | 0.02 | 25.8 | 25.8 | 0.02 | 2.92 | 2.94 | | 2269 | 2269 | 0.12 | 0.11 | 2.31 | 2309 |
| Area | 0.29 | 4.18 | 0.16 | 2.57 | < 0.005 | 0.01 | | 0.01 | 0.01 | | 0.01 | 0 | 170 | 170 | < 0.005 | < 0.005 | | 170 |
| Energy | 0.03 | 0.02 | 0.29 | 0.25 | < 0.005 | 0.02 | | 0.02 | 0.02 | | 0.02 | | 753 | 753 | 0.1 | 0.01 | | 759 |
| Water | | | | | | | | | | | | 6.54 | 14.7 | 21.2 | 0.67 | 0.02 | | 42.9 |
| Waste | | | | | | | | | | | | 92 | 0 | 92 | 9.19 | 0 | | 322 |
| Refrig. | | | | | | | | | | | | | | | | | 0.99 | 0.99 |
| Total | 2.43 | 6.17 | 1.88 | 14.1 | 0.03 | 0.06 | 25.8 | 25.8 | 0.06 | 2.92 | 2.98 | 98.5 | 3207 | 3306 | 10.1 | 0.14 | 3.3 | 3603 |

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | | 1806 | 1806 | 0.29 | 0.04 | | 1824 |
| Health Club | | | | | | | | | | | | | 830 | 830 | 0.13 | 0.02 | | 838 |
| City Park | | | | | | | | | | | | | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | | 2636 | 2636 | 0.43 | 0.05 | | 2662 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | | 1806 | 1806 | 0.29 | 0.04 | | 1824 |
| Health Club | | | | | | | | | | | | | 830 | 830 | 0.13 | 0.02 | | 838 |
| City Park | | | | | | | | | | | | | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | | 2636 | 2636 | 0.43 | 0.05 | | 2662 |
| Annual | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | | 299 | 299 | 0.05 | 0.01 | | 302 |
| Health Club | | | | | | | | | | | | | 137 | 137 | 0.02 | < 0.005 | | 139 |
| City Park | | | | | | | | | | | | | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | | 436 | 436 | 0.07 | 0.01 | | 441 |

4.2.2. Electricity Emissions By Land Use - Mitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 1810 | 1810 | 0.29 | 0.04 | | 1828 |
| Health Club | | | | | | | | | | | | 830 | 830 | 0.13 | 0.02 | | 838 |
| City Park | | | | | | | | | | | | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | 2640 | 2640 | 0.43 | 0.05 | | 2666 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 1810 | 1810 | 0.29 | 0.04 | | 1828 |
| Health Club | | | | | | | | | | | | 830 | 830 | 0.13 | 0.02 | | 838 |
| City Park | | | | | | | | | | | | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | 2640 | 2640 | 0.43 | 0.05 | | 2666 |
| Annual | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 300 | 300 | 0.05 | 0.01 | | 303 |
| Health Club | | | | | | | | | | | | 137 | 137 | 0.02 | < 0.005 | | 139 |
| City Park | | | | | | | | | | | | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | 437 | 437 | 0.07 | 0.01 | | 441 |

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | 0.33 | 0.16 | 2.78 | 1.18 | 0.02 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | | 3533 | 3533 | 0.31 | 0.01 | | 3543 |
| Health Club | | 0.18 | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | 1910 | 1910 | 0.17 | < 0.005 | | 1915 |
| City Park | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| Total | | 0.5 | 0.25 | 4.38 | 2.53 | 0.03 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | | 5443 | 5443 | 0.48 | 0.01 | | 5458 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | 0.33 | 0.16 | 2.78 | 1.18 | 0.02 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | | 3533 | 3533 | 0.31 | 0.01 | | 3543 |
| Health Club | | 0.18 | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | 1910 | 1910 | 0.17 | < 0.005 | | 1915 |
| City Park | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| Total | | 0.5 | 0.25 | 4.38 | 2.53 | 0.03 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | | 5443 | 5443 | 0.48 | 0.01 | | 5458 |
| Annual | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | 0.06 | 0.03 | 0.51 | 0.22 | < 0.005 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | | 585 | 585 | 0.05 | < 0.005 | | 587 |
| Health Club | | 0.03 | 0.02 | 0.29 | 0.25 | < 0.005 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | | 316 | 316 | 0.03 | < 0.005 | | 317 |
| City Park | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| Total | | 0.09 | 0.05 | 0.8 | 0.46 | < 0.005 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | | 901 | 901 | 0.08 | < 0.005 | | 904 |

4.2.4. Natural Gas Emissions By Land Use - Mitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| Health Club | | 0.18 | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | 1910 | 1910 | 0.17 | < 0.005 | | 1915 |
| City Park | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| Total | | 0.18 | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | 1910 | 1910 | 0.17 | < 0.005 | | 1915 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| Health Club | | 0.18 | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | 1910 | 1910 | 0.17 | < 0.005 | | 1915 |
| City Park | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| Total | | 0.18 | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | 1910 | 1910 | 0.17 | < 0.005 | | 1915 |
| Annual | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| Health Club | | 0.03 | 0.02 | 0.29 | 0.25 | < 0.005 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | | 316 | 316 | 0.03 | < 0.005 | | 317 |
| City Park | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| Total | | 0.03 | 0.02 | 0.29 | 0.25 | < 0.005 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | | 316 | 316 | 0.03 | < 0.005 | | 317 |

4.3. Area Emissions by Source

4.3.1. Unmitigated

| Source | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Hearths | | 0.4 | 0.2 | 3.46 | 1.47 | 0.02 | 0.28 | | 0.28 | 0.28 | 0.28 | 0 | 4389 | 4389 | 0.08 | 0.01 | | 4394 |
| Consumer Products | | | 18.9 | | | | | | | | | | | | | | | |
| Architectural Coatings | | | 2.54 | | | | | | | | | | | | | | | |
| Landscape Equipment | | 3.08 | 2.89 | 0.25 | 27.8 | < 0.005 | | 0.02 | | 0.02 | 0.02 | | 83.2 | 83.2 | < 0.005 | < 0.005 | | 83.5 |
| Total | | 3.48 | 24.5 | 3.71 | 29.3 | 0.02 | 0.3 | | 0.3 | 0.3 | 0.3 | 0 | 4472 | 4472 | 0.09 | 0.01 | | 4477 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Hearths | | 0.4 | 0.2 | 3.46 | 1.47 | 0.02 | 0.28 | | 0.28 | 0.28 | 0.28 | 0 | 4389 | 4389 | 0.08 | 0.01 | | 4394 |
| Consumer Products | | | 18.9 | | | | | | | | | | | | | | | |
| Architectural Coatings | | | 2.54 | | | | | | | | | | | | | | | |
| Total | | 0.4 | 21.6 | 3.46 | 1.47 | 0.02 | 0.28 | | 0.28 | 0.28 | 0.28 | 0 | 4389 | 4389 | 0.08 | 0.01 | | 4394 |
| Annual | | | | | | | | | | | | | | | | | | |
| Hearths | | 0.02 | 0.01 | 0.14 | 0.06 | < 0.005 | | 0.01 | | 0.01 | 0.01 | 0 | 163 | 163 | < 0.005 | < 0.005 | | 163 |
| Consumer Products | | | 3.45 | | | | | | | | | | | | | | | |
| Architectural Coatings | | | 0.46 | | | | | | | | | | | | | | | |
| Landscape Equipment | | 0.28 | 0.26 | 0.02 | 2.51 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | < 0.005 | | 6.79 | 6.79 | < 0.005 | < 0.005 | | 6.82 |
| Total | | 0.29 | 4.18 | 0.16 | 2.57 | < 0.005 | | 0.01 | 0.01 | 0.01 | 0.01 | 0 | 170 | 170 | < 0.005 | < 0.005 | | 170 |

4.3.2. Mitigated

| Source | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Hearths | | 0.4 | 0.2 | 3.46 | 1.47 | 0.02 | 0.28 | | 0.28 | 0.28 | 0.28 | 0 | 4389 | 4389 | 0.08 | 0.01 | | 4394 |
| Consumer Products | | | 18.9 | | | | | | | | | | | | | | | |
| Architectural Coatings | | | 2.54 | | | | | | | | | | | | | | | |
| Landscape Equipment | | 3.08 | 2.89 | 0.25 | 27.8 | < 0.005 | | 0.02 | | 0.02 | 0.02 | | 83.2 | 83.2 | < 0.005 | < 0.005 | | 83.5 |
| Total | | 3.48 | 24.5 | 3.71 | 29.3 | 0.02 | 0.3 | | 0.3 | 0.3 | 0.3 | 0 | 4472 | 4472 | 0.09 | 0.01 | | 4477 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Hearths | | 0.4 | 0.2 | 3.46 | 1.47 | 0.02 | 0.28 | | 0.28 | 0.28 | 0.28 | 0 | 4389 | 4389 | 0.08 | 0.01 | | 4394 |
| Consumer Products | | | 18.9 | | | | | | | | | | | | | | | |
| Architectural Coatings | | | 2.54 | | | | | | | | | | | | | | | |
| Total | | 0.4 | 21.6 | 3.46 | 1.47 | 0.02 | 0.28 | | 0.28 | 0.28 | 0.28 | 0 | 4389 | 4389 | 0.08 | 0.01 | | 4394 |
| Annual | | | | | | | | | | | | | | | | | | |
| Hearths | | 0.02 | 0.01 | 0.14 | 0.06 | < 0.005 | | 0.01 | | 0.01 | 0.01 | 0 | 163 | 163 | < 0.005 | < 0.005 | | 163 |
| Consumer Products | | | 3.45 | | | | | | | | | | | | | | | |
| Architectural Coatings | | | 0.46 | | | | | | | | | | | | | | | |
| Landscape Equipment | | 0.28 | 0.26 | 0.02 | 2.51 | < 0.005 | < 0.005 | | < 0.005 | < 0.005 | < 0.005 | | 6.79 | 6.79 | < 0.005 | < 0.005 | | 6.82 |
| Total | | 0.29 | 4.18 | 0.16 | 2.57 | < 0.005 | | 0.01 | 0.01 | 0.01 | 0.01 | 0 | 170 | 170 | < 0.005 | < 0.005 | | 170 |

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 23.2 | 73.7 | 96.9 | 2.39 | 0.06 | | 174 |
| Health Club | | | | | | | | | | | | 16.3 | 14.9 | 31.2 | 1.67 | 0.04 | | 84.9 |
| City Park | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | | 259 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Housing | | | | | | | | | | | | 23.2 | 73.7 | 96.9 | 2.39 | 0.06 | 174 |
| Health Club | | | | | | | | | | | | 16.3 | 14.9 | 31.2 | 1.67 | 0.04 | 84.9 |
| City Park | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | 259 |
| Annual | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 3.85 | 12.2 | 16 | 0.4 | 0.01 | 28.8 |
| Health Club | | | | | | | | | | | | 2.7 | 2.46 | 5.16 | 0.28 | 0.01 | 14.1 |
| City Park | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | | | | | | | | 6.54 | 14.7 | 21.2 | 0.67 | 0.02 | 42.9 |

4.4.2. Mitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 23.2 | 73.7 | 96.9 | 2.39 | 0.06 | | 174 |
| Health Club | | | | | | | | | | | | 16.3 | 14.9 | 31.2 | 1.67 | 0.04 | | 84.9 |
| City Park | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | | 259 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 23.2 | 73.7 | 96.9 | 2.39 | 0.06 | | 174 |
| Health Club | | | | | | | | | | | | 16.3 | 14.9 | 31.2 | 1.67 | 0.04 | | 84.9 |
| City Park | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | 39.5 | 88.6 | 128 | 4.07 | 0.1 | | 259 |
| Annual | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 3.85 | 12.2 | 16 | 0.4 | 0.01 | | 28.8 |
| Health Club | | | | | | | | | | | | 2.7 | 2.46 | 5.16 | 0.28 | 0.01 | | 14.1 |
| City Park | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | | 0 |
| Total | | | | | | | | | | | | 6.54 | 14.7 | 21.2 | 0.67 | 0.02 | | 42.9 |

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 114 | 0 | 114 | 11.4 | 0 | | 398 |
| Health Club | | | | | | | | | | | | 442 | 0 | 442 | 44.1 | 0 | | 1545 |
| City Park | | | | | | | | | | | | 0.19 | 0 | 0.19 | 0.02 | 0 | | 0.65 |
| Total | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | | 1944 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 114 | 0 | 114 | 11.4 | 0 | | 398 |
| Health Club | | | | | | | | | | | | 442 | 0 | 442 | 44.1 | 0 | | 1545 |
| City Park | | | | | | | | | | | | 0.19 | 0 | 0.19 | 0.02 | 0 | | 0.65 |
| Total | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | | 1944 |
| Annual | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 18.9 | 0 | 18.9 | 1.88 | 0 | | 66 |
| Health Club | | | | | | | | | | | | 73.1 | 0 | 73.1 | 7.31 | 0 | | 256 |
| City Park | | | | | | | | | | | | 0.03 | 0 | 0.03 | < 0.005 | 0 | | 0.11 |
| Total | | | | | | | | | | | | 92 | 0 | 92 | 9.19 | 0 | | 322 |

4.5.2. Mitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 114 | 0 | 114 | 11.4 | 0 | | 398 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Health Club | | | | | | | | | | | | 442 | 0 | 442 | 44.1 | 0 | 1545 |
| City Park | | | | | | | | | | | | 0.19 | 0 | 0.19 | 0.02 | 0 | 0.65 |
| Total | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | 1944 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 114 | 0 | 114 | 11.4 | 0 | 398 |
| Health Club | | | | | | | | | | | | 442 | 0 | 442 | 44.1 | 0 | 1545 |
| City Park | | | | | | | | | | | | 0.19 | 0 | 0.19 | 0.02 | 0 | 0.65 |
| Total | | | | | | | | | | | | 556 | 0 | 556 | 55.5 | 0 | 1944 |
| Annual | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | 18.9 | 0 | 18.9 | 1.88 | 0 | 66 |
| Health Club | | | | | | | | | | | | 73.1 | 0 | 73.1 | 7.31 | 0 | 256 |
| City Park | | | | | | | | | | | | 0.03 | 0 | 0.03 | < 0.005 | 0 | 0.11 |
| Total | | | | | | | | | | | | 92 | 0 | 92 | 9.19 | 0 | 322 |

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | | | | | | | 5.29 | 5.29 |
| Health Club | | | | | | | | | | | | | | | | | | 0.69 | 0.69 |
| City Park | | | | | | | | | | | | | | | | | | 0 | 0 |
| Total | | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | | | | | | | 5.29 | 5.29 |
| Health Club | | | | | | | | | | | | | | | | | | 0.69 | 0.69 |
| City Park | | | | | | | | | | | | | | | | | | 0 | 0 |
| Total | | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | | | | | | | 0.88 | 0.88 |
| Health Club | | | | | | | | | | | | | | | | | | 0.11 | 0.11 |
| City Park | | | | | | | | | | | | | | | | | | 0 | 0 |
| Total | | | | | | | | | | | | | | | | | | 0.99 | 0.99 |

4.6.2. Mitigated

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | | | | | | | 5.29 | 5.29 |
| Health Club | | | | | | | | | | | | | | | | | | 0.69 | 0.69 |
| City Park | | | | | | | | | | | | | | | | | | 0 | 0 |
| Total | | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | | | | | | | 5.29 | 5.29 |
| Health Club | | | | | | | | | | | | | | | | | | 0.69 | 0.69 |
| City Park | | | | | | | | | | | | | | | | | | 0 | 0 |
| Total | | | | | | | | | | | | | | | | | | 5.98 | 5.98 |
| Annual | | | | | | | | | | | | | | | | | | | |
| Single Family Housing | | | | | | | | | | | | | | | | | | 0.88 | 0.88 |
| Health Club | | | | | | | | | | | | | | | | | | 0.11 | 0.11 |
| City Park | | | | | | | | | | | | | | | | | | 0 | 0 |
| Total | | | | | | | | | | | | | | | | | | 0.99 | 0.99 |

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

| Equipment Type | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

4.7.2. Mitigated

| Equipment Type | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

| Equipment Type | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

4.8.2. Mitigated

| Equipment Type | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

| Equipment Type | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

4.9.2. Mitigated

| Equipment Type | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

| Vegetation | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

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

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

| Species | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Avoided | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Sequestered | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Removed | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Avoided | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Sequestered | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Removed | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Avoided | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Sequestered | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |
| Removed | | | | | | | | | | | | | | | | | | |
| Subtotal | | | | | | | | | | | | | | | | | | |

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

| Vegetation | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

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

| Land Use | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Daily, Winter (Max) | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Annual | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | |

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

| Species | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

5.9. 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 |
|---|---|---|---|---|---|---|---|---|

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Total all Land Uses | 2842 | 2842 | 2842 | 1037330 | 17810 | 17810 | 17810 | 6500650 |

5.9.2. Mitigated

| Land Use Type | Trips/ Weekday | Trips/ Saturday | Trips/Sunday | Trips/Year | VMT/ Weekday | VMT/ Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Total all Land Uses | 2842 | 2842 | 2842 | 1037330 | 17810 | 17810 | 17810 | 6500650 |

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

| Hearth Type | Unmitigated (number) |
|---|---|
| Single Family Housing | |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 10 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 2 |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 199 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 36 |
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves | 0 |
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves | 0 |

5.10.1.2. Mitigated

| Hearth Type | Unmitigated (number) |
|---|---|
| Single Family Housing | |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 10 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 2 |
| Wood Fireplaces | 0 |
| Gas Fireplaces | 199 |
| Propane Fireplaces | 0 |
| Electric Fireplaces | 0 |
| No Fireplaces | 36 |
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves | 0 |
| Conventional Wood Stoves | 0 |
| Catalytic Wood Stoves | 0 |

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

5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|
| 1496576 | 498859 | 215622 | 71874 | |

5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0 |
| Summer Days | day/yr | 180 |

5.10.4. Landscape Equipment - Mitigated

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0 |
| Summer Days | day/yr | 180 |

5.11. Operational Energy Consumption

5.11.1. Unmitigated

| Land Use | Electricity (kWh/y | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Single Family Housing | 153463 | 204 | 0.033 | 0.004 | 523620 |
| Single Family Housing | 3077781 | 204 | 0.033 | 0.004 | 10501499 |
| Health Club | 1484911 | 204 | 0.033 | 0.004 | 5959592 |
| City Park | 0 | 204 | 0.033 | 0.004 | 0 |

5.11.2. Mitigated

| Land Use | Electricity (kWh/y | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Single Family Housing | 157580 | 204 | 0.033 | 0.004 | 0 |
| Single Family Housing | 3081898 | 204 | 0.033 | 0.004 | 0 |
| Health Club | 1484911 | 204 | 0.033 | 0.004 | 5959592 |
| City Park | 0 | 204 | 0.033 | 0.004 | 0 |

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

| Land Use | Indoor Water (ga | Outdoor Water (gal/year) |
|---|---|---|
| Single Family Housing | 575729 | 2765385 |
| Single Family Housing | 11546567 | 55461432 |
| Health Club | 8501709 | 0 |
| City Park | 0 | 0 |

5.12.2. Mitigated

| Land Use | Indoor Water (ga | Outdoor Water (gal/year) |
|---|---|---|
| Single Family Housing | 575729 | 2765385 |
| Single Family Housing | 11546567 | 55461432 |
| Health Club | 8501709 | 0 |
| City Park | 0 | 0 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Single Family Housing | 10.1 | |
| Single Family Housing | 201 | |
| Health Club | 819 | |
| City Park | 0.34 | |

5.13.2. Mitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Single Family Housing | 10.1 | |
| Single Family Housing | 201 | |
| Health Club | 819 | |
| City Park | 0.34 | |

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak | Service Leak Rat | Times Serviced |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Average room A/( | R-410A | 2088 | < 0.005 | 2.5 | 2.5 | 10 |
| Single Family Housing | Household refrig | R-134a | 1430 | 0.12 | 0.6 | 0 | 1 |
| Single Family Housing | Average room A/( | R-410A | 2088 | < 0.005 | 2.5 | 2.5 | 10 |
| Single Family Housing | Household refrig | R-134a | 1430 | 0.12 | 0.6 | 0 | 1 |
| Health Club | Other commerci | R-410A | 2088 | < 0.005 | 4 | 4 | 18 |
| Health Club | Stand-alone reta | R-134a | 1430 | 0.04 | 1 | 0 | 1 |
| City Park | Other commerci | R-410A | 2088 | < 0.005 | 4 | 4 | 18 |
| City Park | Stand-alone reta | R-134a | 1430 | 0.04 | 1 | 0 | 1 |

5.14.2. Mitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak | Service Leak Rat | Times Serviced |
|---|---|---|---|---|---|---|---|
| Single Family Housing | Average room A/( | R-410A | 2088 | < 0.005 | 2.5 | 2.5 | 10 |
| Single Family Housing | Household refrig | R-134a | 1430 | 0.12 | 0.6 | 0 | 1 |
| Single Family Housing | Average room A/( | R-410A | 2088 | < 0.005 | 2.5 | 2.5 | 10 |
| Single Family Housing | Household refrig | R-134a | 1430 | 0.12 | 0.6 | 0 | 1 |
| Health Club | Other commerci | R-410A | 2088 | < 0.005 | 4 | 4 | 18 |
| Health Club | Stand-alone reta | R-134a | 1430 | 0.04 | 1 | 0 | 1 |
| City Park | Other commerci | R-410A | 2088 | < 0.005 | 4 | 4 | 18 |
| City Park | Stand-alone reta | R-134a | 1430 | 0.04 | 1 | 0 | 1 |

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

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

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.1.2. Mitigated

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

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

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

5.18.1.2. Mitigated

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

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

| Climate Hazard | Result for Projec | Unit |
|---|---|---|
| Temperature and Extreme Heat | 31.2 | annual days of extreme heat |
| Extreme Precipitation | 9.95 | annual days with precipitation above 20 mm |
| Sea Level Rise | | meters of inundation depth |
| Wildfire | 16.6 | 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 | 2 | 0 | 0 | N/A |
| Sea Level Rise | N/A | N/A | N/A | 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 | 0 | 0 | 0 | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | |
| AQ-Ozone | 75.1 |

| | |
|---|---|
| AQ-PM | 14.1 |
| AQ-DPM | 12.2 |
| Drinking Water | 15.7 |
| Lead Risk Housing | 1.95 |
| Pesticides | 27.4 |
| Toxic Releases | 13.2 |
| Traffic | 15.6 |
| Effect Indicators | |
| CleanUp Sites | 50.3 |
| Groundwater | 0 |
| | |
| Haz Waste Facilities/Generators | 19.2 |
| Impaired Water Bodies | 12.5 |
| Solid Waste | 2.52 |
| Sensitive Population | |
| Asthma | 7.33 |
| Cardio-vascular | 25.7 |
| Low Birth Weights | 0.23 |
| Socioeconomic Factor Indicators | |
| Education | 2.3 |
| Housing | 2.43 |
| Linguistic | 0.92 |
| Poverty | 3.54 |
| Unemployment | 26.9 |

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 | 99.08892596 |
| Employed | 79.81521879 |
| Median HI | 93.40433723 |
| Education | |
| Bachelor's or higher | 84.10111639 |
| High school enrollment | 100 |
| Preschool enrollment | 21.10868728 |
| Transportation | |
| Auto Access | 90.86359553 |
| Active commuting | 57.71846529 |
| Social | |
| 2-parent households | 98.53714872 |
| Voting | 94.81586039 |
| Neighborhood | |
| Alcohol availability | 88.14320544 |
| Park access | 39.61247273 |
| Retail density | 15.95021173 |
| Supermarket access | 26.3826511 |
| Tree canopy | 94.66187604 |
| Housing | |
| Homeownership | 99.28140639 |
| Housing habitability | 99.97433594 |

| | |
|---|---|
| Low-inc homeowner severe housing cost burden | 94.52072373 |
| Low-inc renter severe housing cost burden | 99.08892596 |
| Uncrowded housing | 96.93314513 |
| Health Outcomes | |
| Insured adults | 97.11279353 |
| Arthritis | 0 |
| Asthma ER Admissions | 91 |
| High Blood Pressure | 0 |
| Cancer (excluding skin) | 0 |
| Asthma | 0 |
| Coronary Heart Disease | 0 |
| Chronic Obstructive Pulmonary Disease | 0 |
| Diagnosed Diabetes | 0 |
| Life Expectancy at Birth | 75 |
| Cognitively Disabled | 98 |
| Physically  Disabled | 99 |
| Heart Attack ER Admissions | 77 |
| Mental Health Not Good | 0 |
| Chronic Kidney Disease | 0 |
| Obesity | 0 |
| Pedestrian Injuries | 20 |
| Physical Health Not Good | 0 |
| Stroke | 0 |
| Health Risk Behaviors | |
| Binge Drinking | 0 |
| Current Smoker | 0 |
| No Leisure Time for Physical Activity | 0 |
| Climate Change Exposures | |
| Wildfire Risk | 0 |
| SLR Inundation Area | 0 |
| Children | 55 |
| Elderly | 47 |
| English Speaking | 73 |
| Foreign-born | 6.2 |
| Outdoor Workers | 66 |
| Climate Change Adaptive Capacity | |
| Impervious Surface Cover | 91 |
| Traffic Density | 18 |
| Traffic Access | 0 |
| Other Indices | |
| Hardship | 7.2 |
| Other Decision Support | |
| 2016 Voting | 98 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|

| | |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 0 |
| Healthy Places Index Score for Project Location (b) | 95 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | No |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

7.4. Health & Equity Measures

| | |
|---|---|
| Measure Title | Co-Benefits Achieved |

7.5. Evaluation Scorecard

| Category | Number of Applicable Measures | Total Points Earned by Applicable Measures | Max Possible Points | Weighted Score |
|---|---|---|---|---|

7.6. Health & Equity Custom Measures

| | |
|---|---|
| Measure Title | Sponsor |

8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | PD |
| Operations: Hearths | No wood fire places or wood stoves |
| Operations: Energy Use | Caleemod defaults |
| Operations: Road Dust | Given project area characteristics, assumed 99% paved roads |
| Operations: Architectural Coatings | El Dorado limit = 100 for interior, 50 for exterior (Rule 215) |

# Green Valley (alt pipeline) Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Green Valley (alt pipeline) |
| Construction Start Date | 4/1/2025 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.30 |
| Precipitation (days) | 10.4 |
| Location | 38.70432290409059, -121.04617842490336 |
| County | El Dorado-Mountain County |
| City | Unincorporated |
| Air District | El Dorado County AQMD |
| Air Basin | Mountain Counties |
| TAZ | 400 |
| EDFZ | 4 |
| Electric Utility | Pacific Gas & Electric Company |
| Gas Utility | Pacific Gas & Electric |
| App Version | 2022.1.1.22 |

## 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 |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 18.0 | Dwelling Unit | 5.00 | 35,100 | 210,831 | — | 46.0 | Low Density Residential |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Single Family Housing | 361 | Dwelling Unit | 171 | 703,950 | 4,228,341 | — | 917 | High Density Residential |
| Health Club | 144 | 1000sqft | 3.30 | 143,748 | — | — | — | Clubhouse |
| City Park | 4.00 | Acre | 4.00 | 0.00 | — | — | — | Public Facilities (Lot A) |
| City Park | 57.6 | Acre | 57.6 | 0.00 | — | — | — | Open Space |
| City Park | 8.00 | Acre | 8.00 | 0.00 | — | — | — | Landscape Lots L1-L13, Open Spaces C-K |
| Road Construction | 3.00 | Mile | 31.5 | 0.00 | 0.00 | — | — | road construction |
| Road Construction | 8.20 | Mile | 67.0 | 0.00 | 0.00 | — | — | Offsite improvements |

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

| Sector | # | Measure Title |
|---|---|---|
| Construction | C-5 | Use Advanced Engine Tiers |

# 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

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

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 12.0 | 10.2 | 86.8 | 97.3 | 0.18 | 3.78 | 147 | 147 | 3.48 | 15.0 | 16.1 | — | 21,169 | 21,169 | 0.86 | 0.41 | 12.3 | 21,263 |
| Mit. | 2.87 | 3.80 | 17.3 | 119 | 0.18 | 0.47 | 147 | 147 | 0.46 | 15.0 | 15.1 | — | 21,169 | 21,169 | 0.86 | 0.41 | 12.3 | 21,263 |
| % Reduced | 76% | 63% | 80% | -22% | — | 88% | — | < 0.5% | 87% | — | 7% | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 6.44 | 129 | 45.6 | 55.3 | 0.09 | 1.91 | 147 | 147 | 1.76 | 15.0 | 15.4 | — | 10,950 | 10,950 | 0.43 | 0.41 | 0.35 | 10,998 |
| Mit. | 1.52 | 129 | 10.1 | 63.5 | 0.09 | 0.18 | 147 | 147 | 0.18 | 15.0 | 15.1 | — | 10,950 | 10,950 | 0.43 | 0.41 | 0.35 | 10,998 |
| % Reduced | 76% | < 0.5% | 78% | -15% | — | 90% | — | < 0.5% | 90% | — | 2% | — | — | — | — | — | — | — |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 3.63 | 22.2 | 25.8 | 29.8 | 0.05 | 1.07 | 102 | 102 | 0.99 | 10.4 | 10.7 | — | 6,591 | 6,591 | 0.24 | 0.29 | 3.78 | 6,636 |
| Mit. | 0.97 | 22.2 | 5.56 | 35.0 | 0.05 | 0.12 | 102 | 102 | 0.12 | 10.4 | 10.5 | — | 6,591 | 6,591 | 0.24 | 0.29 | 3.78 | 6,636 |
| % Reduced | 73% | < 0.5% | 78% | -18% | — | 88% | — | < 0.5% | 88% | — | 2% | — | — | — | — | — | — | — |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.66 | 4.05 | 4.71 | 5.44 | 0.01 | 0.20 | 18.6 | 18.7 | 0.18 | 1.90 | 1.94 | — | 1,091 | 1,091 | 0.04 | 0.05 | 0.63 | 1,099 |
| Mit. | 0.18 | 4.05 | 1.01 | 6.40 | 0.01 | 0.02 | 18.6 | 18.6 | 0.02 | 1.90 | 1.91 | — | 1,091 | 1,091 | 0.04 | 0.05 | 0.63 | 1,099 |
| % Reduced | 73% | < 0.5% | 78% | -18% | — | 88% | — | < 0.5% | 88% | — | 2% | — | — | — | — | — | — | — |

## 2.2. Construction Emissions by Year, Unmitigated

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

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 12.0 | 10.2 | 86.8 | 97.3 | 0.18 | 3.78 | 93.1 | 96.9 | 3.48 | 12.7 | 16.1 | — | 21,169 | 21,169 | 0.86 | 0.22 | 6.01 | 21,263 |
| 2026 | 2.32 | 2.03 | 13.3 | 25.1 | 0.04 | 0.39 | 147 | 147 | 0.36 | 15.0 | 15.3 | — | 6,551 | 6,551 | 0.13 | 0.41 | 12.3 | 6,688 |
| 2027 | 2.23 | 1.94 | 12.7 | 24.3 | 0.04 | 0.35 | 147 | 147 | 0.32 | 15.0 | 15.3 | — | 6,478 | 6,478 | 0.13 | 0.39 | 11.2 | 6,608 |
| 2028 | 2.09 | 1.86 | 12.0 | 23.6 | 0.04 | 0.31 | 147 | 147 | 0.29 | 15.0 | 15.3 | — | 6,391 | 6,391 | 0.13 | 0.39 | 10.1 | 6,520 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2029 | 2.03 | 4.31 | 11.4 | 22.9 | 0.04 | 0.29 | 147 | 147 | 0.27 | 15.0 | 15.2 | — | 6,301 | 6,301 | 0.13 | 0.38 | 9.09 | 6,426 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 6.44 | 5.45 | 45.6 | 55.3 | 0.09 | 1.91 | 147 | 147 | 1.76 | 15.0 | 15.4 | — | 10,950 | 10,950 | 0.43 | 0.41 | 0.35 | 10,998 |
| 2026 | 2.24 | 1.94 | 13.7 | 22.6 | 0.04 | 0.39 | 147 | 147 | 0.36 | 15.0 | 15.3 | — | 6,335 | 6,335 | 0.15 | 0.41 | 0.32 | 6,460 |
| 2027 | 2.10 | 1.85 | 13.0 | 22.0 | 0.04 | 0.35 | 147 | 147 | 0.32 | 15.0 | 15.3 | — | 6,265 | 6,265 | 0.15 | 0.39 | 0.29 | 6,387 |
| 2028 | 2.02 | 1.73 | 12.3 | 21.4 | 0.04 | 0.31 | 147 | 147 | 0.29 | 15.0 | 15.3 | — | 6,183 | 6,183 | 0.14 | 0.39 | 0.26 | 6,304 |
| 2029 | 1.96 | 129 | 11.7 | 20.8 | 0.04 | 0.29 | 147 | 147 | 0.27 | 15.0 | 15.2 | — | 6,097 | 6,097 | 0.14 | 0.38 | 0.24 | 6,214 |
| 2030 | 0.26 | 129 | 0.89 | 2.51 | < 0.005 | 0.01 | 24.4 | 24.4 | 0.01 | 2.49 | 2.50 | — | 497 | 497 | 0.01 | 0.02 | 0.03 | 503 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 3.63 | 3.07 | 25.8 | 29.8 | 0.05 | 1.07 | 50.3 | 51.4 | 0.99 | 5.77 | 6.76 | — | 6,591 | 6,591 | 0.24 | 0.12 | 1.70 | 6,636 |
| 2026 | 1.60 | 1.39 | 9.70 | 16.2 | 0.03 | 0.28 | 102 | 102 | 0.26 | 10.4 | 10.7 | — | 4,555 | 4,555 | 0.10 | 0.29 | 3.78 | 4,648 |
| 2027 | 1.50 | 1.33 | 9.19 | 15.8 | 0.03 | 0.25 | 102 | 102 | 0.23 | 10.4 | 10.6 | — | 4,505 | 4,505 | 0.10 | 0.28 | 3.44 | 4,595 |
| 2028 | 1.45 | 1.28 | 8.71 | 15.5 | 0.03 | 0.22 | 102 | 102 | 0.21 | 10.4 | 10.6 | — | 4,457 | 4,457 | 0.10 | 0.28 | 3.13 | 4,547 |
| 2029 | 1.15 | 4.71 | 7.08 | 12.5 | 0.02 | 0.19 | 72.9 | 73.1 | 0.18 | 7.45 | 7.62 | — | 3,377 | 3,377 | 0.08 | 0.19 | 1.99 | 3,437 |
| 2030 | 0.05 | 22.2 | 0.15 | 0.44 | < 0.005 | < 0.005 | 4.09 | 4.09 | < 0.005 | 0.42 | 0.42 | — | 87.0 | 87.0 | < 0.005 | < 0.005 | 0.08 | 88.0 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.66 | 0.56 | 4.71 | 5.44 | 0.01 | 0.20 | 9.18 | 9.37 | 0.18 | 1.05 | 1.23 | — | 1,091 | 1,091 | 0.04 | 0.02 | 0.28 | 1,099 |
| 2026 | 0.29 | 0.25 | 1.77 | 2.96 | < 0.005 | 0.05 | 18.6 | 18.6 | 0.05 | 1.90 | 1.94 | — | 754 | 754 | 0.02 | 0.05 | 0.63 | 769 |
| 2027 | 0.27 | 0.24 | 1.68 | 2.88 | < 0.005 | 0.05 | 18.6 | 18.6 | 0.04 | 1.90 | 1.94 | — | 746 | 746 | 0.02 | 0.05 | 0.57 | 761 |
| 2028 | 0.26 | 0.23 | 1.59 | 2.82 | < 0.005 | 0.04 | 18.6 | 18.7 | 0.04 | 1.90 | 1.94 | — | 738 | 738 | 0.02 | 0.05 | 0.52 | 753 |
| 2029 | 0.21 | 0.86 | 1.29 | 2.28 | < 0.005 | 0.03 | 13.3 | 13.3 | 0.03 | 1.36 | 1.39 | — | 559 | 559 | 0.01 | 0.03 | 0.33 | 569 |
| 2030 | 0.01 | 4.05 | 0.03 | 0.08 | < 0.005 | < 0.005 | 0.75 | 0.75 | < 0.005 | 0.08 | 0.08 | — | 14.4 | 14.4 | < 0.005 | < 0.005 | 0.01 | 14.6 |

## 2.3. Construction Emissions by Year, Mitigated

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

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 2.87 | 2.73 | 17.3 | 119 | 0.18 | 0.47 | 93.1 | 93.4 | 0.46 | 12.7 | 13.0 | — | 21,169 | 21,169 | 0.86 | 0.22 | 6.01 | 21,263 |
| 2026 | 1.39 | 1.28 | 6.27 | 26.9 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,551 | 6,551 | 0.13 | 0.41 | 12.3 | 6,688 |
| 2027 | 1.35 | 1.24 | 6.10 | 26.2 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,478 | 6,478 | 0.13 | 0.39 | 11.2 | 6,608 |
| 2028 | 1.25 | 1.20 | 5.87 | 25.5 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,391 | 6,391 | 0.13 | 0.39 | 10.1 | 6,520 |
| 2029 | 1.22 | 3.80 | 5.64 | 24.9 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,301 | 6,301 | 0.13 | 0.38 | 9.09 | 6,426 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 1.52 | 1.47 | 10.1 | 63.5 | 0.09 | 0.18 | 147 | 147 | 0.18 | 15.0 | 15.1 | — | 10,950 | 10,950 | 0.43 | 0.41 | 0.35 | 10,998 |
| 2026 | 1.31 | 1.20 | 6.66 | 24.4 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,335 | 6,335 | 0.15 | 0.41 | 0.32 | 6,460 |
| 2027 | 1.22 | 1.15 | 6.41 | 23.8 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,265 | 6,265 | 0.15 | 0.39 | 0.29 | 6,387 |
| 2028 | 1.18 | 1.06 | 6.17 | 23.3 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,183 | 6,183 | 0.14 | 0.39 | 0.26 | 6,304 |
| 2029 | 1.16 | 129 | 5.93 | 22.8 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15.0 | 15.1 | — | 6,097 | 6,097 | 0.14 | 0.38 | 0.24 | 6,214 |
| 2030 | 0.16 | 129 | 0.75 | 2.36 | < 0.005 | < 0.005 | 24.4 | 24.4 | < 0.005 | 2.49 | 2.49 | — | 497 | 497 | 0.01 | 0.02 | 0.03 | 503 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.97 | 0.92 | 5.56 | 35.0 | 0.05 | 0.12 | 50.3 | 50.4 | 0.12 | 5.77 | 5.89 | — | 6,591 | 6,591 | 0.24 | 0.12 | 1.70 | 6,636 |
| 2026 | 0.94 | 0.86 | 4.67 | 17.6 | 0.03 | 0.06 | 102 | 102 | 0.06 | 10.4 | 10.5 | — | 4,555 | 4,555 | 0.10 | 0.29 | 3.78 | 4,648 |
| 2027 | 0.87 | 0.83 | 4.50 | 17.1 | 0.03 | 0.06 | 102 | 102 | 0.06 | 10.4 | 10.5 | — | 4,505 | 4,505 | 0.10 | 0.28 | 3.44 | 4,595 |
| 2028 | 0.85 | 0.81 | 4.34 | 16.8 | 0.03 | 0.06 | 102 | 102 | 0.06 | 10.4 | 10.5 | — | 4,457 | 4,457 | 0.10 | 0.28 | 3.13 | 4,547 |
| 2029 | 0.62 | 4.29 | 3.32 | 13.6 | 0.02 | 0.05 | 72.9 | 72.9 | 0.05 | 7.45 | 7.49 | — | 3,377 | 3,377 | 0.08 | 0.19 | 1.99 | 3,437 |
| 2030 | 0.03 | 22.2 | 0.13 | 0.41 | < 0.005 | < 0.005 | 4.09 | 4.09 | < 0.005 | 0.42 | 0.42 | — | 87.0 | 87.0 | < 0.005 | < 0.005 | 0.08 | 88.0 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.18 | 0.17 | 1.01 | 6.40 | 0.01 | 0.02 | 9.18 | 9.20 | 0.02 | 1.05 | 1.08 | — | 1,091 | 1,091 | 0.04 | 0.02 | 0.28 | 1,099 |
| 2026 | 0.17 | 0.16 | 0.85 | 3.20 | < 0.005 | 0.01 | 18.6 | 18.6 | 0.01 | 1.90 | 1.91 | — | 754 | 754 | 0.02 | 0.05 | 0.63 | 769 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2027 | 0.16 | 0.15 | 0.82 | 3.13 | < 0.005 | 0.01 | 18.6 | 18.6 | 0.01 | 1.90 | 1.91 | — | 746 | 746 | 0.02 | 0.05 | 0.57 | 761 |
| 2028 | 0.16 | 0.15 | 0.79 | 3.07 | < 0.005 | 0.01 | 18.6 | 18.6 | 0.01 | 1.90 | 1.91 | — | 738 | 738 | 0.02 | 0.05 | 0.52 | 753 |
| 2029 | 0.11 | 0.78 | 0.61 | 2.48 | < 0.005 | 0.01 | 13.3 | 13.3 | 0.01 | 1.36 | 1.37 | — | 559 | 559 | 0.01 | 0.03 | 0.33 | 569 |
| 2030 | 0.01 | 4.05 | 0.02 | 0.08 | < 0.005 | < 0.005 | 0.75 | 0.75 | < 0.005 | 0.08 | 0.08 | — | 14.4 | 14.4 | < 0.005 | < 0.005 | 0.01 | 14.6 |

# 3. Construction Emissions Details

## 3.1. Site Preparation (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.94 | 3.31 | 31.6 | 30.2 | 0.05 | 1.37 | — | 1.37 | 1.26 | — | 1.26 | — | 5,295 | 5,295 | 0.21 | 0.04 | — | 5,314 |
| Dust From Material Movement | — | — | — | — | — | — | 7.67 | 7.67 | — | 3.94 | 3.94 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.42 | 0.35 | 3.38 | 3.22 | 0.01 | 0.15 | — | 0.15 | 0.13 | — | 0.13 | — | 566 | 566 | 0.02 | < 0.005 | — | 568 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.82 | 0.82 | — | 0.42 | 0.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.08 | 0.06 | 0.62 | 0.59 | < 0.005 | 0.03 | — | 0.03 | 0.02 | — | 0.02 | — | 93.7 | 93.7 | < 0.005 | < 0.005 | — | 94.0 |
| Dust From Material Movement | — | — | — | — | — | — | 0.15 | 0.15 | — | 0.08 | 0.08 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.08 | 0.06 | 1.10 | 0.00 | 0.00 | 10.9 | 10.9 | 0.00 | 1.11 | 1.11 | — | 196 | 196 | 0.01 | 0.01 | 0.76 | 199 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 1.13 | 1.13 | 0.00 | 0.11 | 0.11 | — | 19.3 | 19.3 | < 0.005 | < 0.005 | 0.03 | 19.6 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.02 | 0.02 | — | 3.19 | 3.19 | < 0.005 | < 0.005 | 0.01 | 3.24 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.2. Site Preparation (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.50 | 0.50 | 2.59 | 28.3 | 0.05 | 0.10 | — | 0.10 | 0.10 | — | 0.10 | — | 5,295 | 5,295 | 0.21 | 0.04 | — | 5,314 |
| Dust From Material Movement | — | — | — | — | — | — | 7.67 | 7.67 | — | 3.94 | 3.94 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.05 | 0.28 | 3.02 | 0.01 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 566 | 566 | 0.02 | < 0.005 | — | 568 |
| Dust From Material Movement | — | — | — | — | — | — | 0.82 | 0.82 | — | 0.42 | 0.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.05 | 0.55 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 93.7 | 93.7 | < 0.005 | < 0.005 | — | 94.0 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.15 | 0.15 | — | 0.08 | 0.08 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.08 | 0.06 | 1.10 | 0.00 | 0.00 | 10.9 | 10.9 | 0.00 | 1.11 | 1.11 | — | 196 | 196 | 0.01 | 0.01 | 0.76 | 199 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 1.13 | 1.13 | 0.00 | 0.11 | 0.11 | — | 19.3 | 19.3 | < 0.005 | < 0.005 | 0.03 | 19.6 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.02 | 0.02 | — | 3.19 | 3.19 | < 0.005 | < 0.005 | 0.01 | 3.24 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.3. Grading (2025) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.80 | 3.20 | 29.7 | 28.3 | 0.06 | 1.23 | — | 1.23 | 1.14 | — | 1.14 | — | 6,599 | 6,599 | 0.27 | 0.05 | — | 6,622 |
| Dust From Material Movement | — | — | — | — | — | — | 3.59 | 3.59 | — | 1.42 | 1.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.80 | 3.20 | 29.7 | 28.3 | 0.06 | 1.23 | — | 1.23 | 1.14 | — | 1.14 | — | 6,599 | 6,599 | 0.27 | 0.05 | — | 6,622 |
| Dust From Material Movement | — | — | — | — | — | — | 3.59 | 3.59 | — | 1.42 | 1.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.06 | 0.89 | 8.29 | 7.91 | 0.02 | 0.35 | — | 0.35 | 0.32 | — | 0.32 | — | 1,844 | 1,844 | 0.07 | 0.01 | — | 1,850 |
| Dust From Material Movement | — | — | — | — | — | — | 1.00 | 1.00 | — | 0.40 | 0.40 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 0.16 | 1.51 | 1.44 | < 0.005 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 305 | 305 | 0.01 | < 0.005 | — | 306 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.18 | 0.18 | — | 0.07 | 0.07 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.07 | 1.26 | 0.00 | 0.00 | 12.4 | 12.4 | 0.00 | 1.26 | 1.26 | — | 224 | 224 | 0.01 | 0.01 | 0.87 | 228 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.09 | 0.09 | 0.99 | 0.00 | 0.00 | 12.4 | 12.4 | 0.00 | 1.26 | 1.26 | — | 202 | 202 | 0.01 | 0.01 | 0.02 | 204 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.28 | 0.00 | 0.00 | 3.37 | 3.37 | 0.00 | 0.34 | 0.34 | — | 57.6 | 57.6 | < 0.005 | < 0.005 | 0.10 | 58.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.61 | 0.61 | 0.00 | 0.06 | 0.06 | — | 9.54 | 9.54 | < 0.005 | < 0.005 | 0.02 | 9.68 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.4. Grading (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.64 | 0.64 | 4.43 | 35.3 | 0.06 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 6,599 | 6,599 | 0.27 | 0.05 | — | 6,622 |
| Dust From Material Movement | — | — | — | — | — | — | 3.59 | 3.59 | — | 1.42 | 1.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.64 | 0.64 | 4.43 | 35.3 | 0.06 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 6,599 | 6,599 | 0.27 | 0.05 | — | 6,622 |
| Dust From Material Movement | — | — | — | — | — | — | 3.59 | 3.59 | — | 1.42 | 1.42 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.18 | 0.18 | 1.24 | 9.88 | 0.02 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,844 | 1,844 | 0.07 | 0.01 | — | 1,850 |
| Dust From Material Movement | — | — | — | — | — | — | 1.00 | 1.00 | — | 0.40 | 0.40 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.23 | 1.80 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 305 | 305 | 0.01 | < 0.005 | — | 306 |
| Dust From Material Movement | — | — | — | — | — | — | 0.18 | 0.18 | — | 0.07 | 0.07 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.07 | 1.26 | 0.00 | 0.00 | 12.4 | 12.4 | 0.00 | 1.26 | 1.26 | — | 224 | 224 | 0.01 | 0.01 | 0.87 | 228 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.09 | 0.09 | 0.09 | 0.99 | 0.00 | 0.00 | 12.4 | 12.4 | 0.00 | 1.26 | 1.26 | — | 202 | 202 | 0.01 | 0.01 | 0.02 | 204 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.28 | 0.00 | 0.00 | 3.37 | 3.37 | 0.00 | 0.34 | 0.34 | — | 57.6 | 57.6 | < 0.005 | < 0.005 | 0.10 | 58.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.00 | 0.61 | 0.61 | 0.00 | 0.06 | 0.06 | — | 9.54 | 9.54 | < 0.005 | < 0.005 | 0.02 | 9.68 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.5. Building Construction (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.35 | 1.13 | 10.4 | 13.0 | 0.02 | 0.43 | — | 0.43 | 0.40 | — | 0.40 | — | 2,398 | 2,398 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 0.17 | 1.59 | 1.99 | < 0.005 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 366 | 366 | 0.01 | < 0.005 | — | 367 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.29 | 0.36 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 60.6 | 60.6 | < 0.005 | < 0.005 | — | 60.8 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.93 | 0.84 | 0.87 | 9.76 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,987 | 1,987 | 0.05 | 0.08 | 0.22 | 2,012 |
| Vendor | 0.07 | 0.06 | 3.24 | 0.55 | 0.01 | 0.02 | 24.5 | 24.6 | 0.02 | 2.53 | 2.55 | — | 2,019 | 2,019 | < 0.005 | 0.31 | 0.12 | 2,110 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.13 | 0.12 | 1.52 | 0.00 | 0.00 | 18.1 | 18.1 | 0.00 | 1.85 | 1.85 | — | 310 | 310 | 0.01 | 0.01 | 0.56 | 314 |
| Vendor | 0.01 | 0.01 | 0.49 | 0.08 | < 0.005 | < 0.005 | 3.64 | 3.64 | < 0.005 | 0.38 | 0.38 | — | 308 | 308 | < 0.005 | 0.05 | 0.32 | 322 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.28 | 0.00 | 0.00 | 3.30 | 3.30 | 0.00 | 0.34 | 0.34 | — | 51.3 | 51.3 | < 0.005 | < 0.005 | 0.09 | 52.0 |
| Vendor | < 0.005 | < 0.005 | 0.09 | 0.02 | < 0.005 | < 0.005 | 0.66 | 0.67 | < 0.005 | 0.07 | 0.07 | — | 51.0 | 51.0 | < 0.005 | 0.01 | 0.05 | 53.4 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.6. Building Construction (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.08 | — | 0.08 | 0.07 | — | 0.07 | — | 2,398 | 2,398 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.05 | 0.05 | 0.43 | 2.26 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 366 | 366 | 0.01 | < 0.005 | — | 367 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.08 | 0.41 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 60.6 | 60.6 | < 0.005 | < 0.005 | — | 60.8 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.93 | 0.84 | 0.87 | 9.76 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,987 | 1,987 | 0.05 | 0.08 | 0.22 | 2,012 |
| Vendor | 0.07 | 0.06 | 3.24 | 0.55 | 0.01 | 0.02 | 24.5 | 24.6 | 0.02 | 2.53 | 2.55 | — | 2,019 | 2,019 | < 0.005 | 0.31 | 0.12 | 2,110 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.13 | 0.12 | 1.52 | 0.00 | 0.00 | 18.1 | 18.1 | 0.00 | 1.85 | 1.85 | — | 310 | 310 | 0.01 | 0.01 | 0.56 | 314 |
| Vendor | 0.01 | 0.01 | 0.49 | 0.08 | < 0.005 | < 0.005 | 3.64 | 3.64 | < 0.005 | 0.38 | 0.38 | — | 308 | 308 | < 0.005 | 0.05 | 0.32 | 322 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.28 | 0.00 | 0.00 | 3.30 | 3.30 | 0.00 | 0.34 | 0.34 | — | 51.3 | 51.3 | < 0.005 | < 0.005 | 0.09 | 52.0 |
| Vendor | < 0.005 | < 0.005 | 0.09 | 0.02 | < 0.005 | < 0.005 | 0.66 | 0.67 | < 0.005 | 0.07 | 0.07 | — | 51.0 | 51.0 | < 0.005 | 0.01 | 0.05 | 53.4 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.7. Building Construction (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.28 | 1.07 | 9.85 | 13.0 | 0.02 | 0.38 | — | 0.38 | 0.35 | — | 0.35 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.28 | 1.07 | 9.85 | 13.0 | 0.02 | 0.38 | — | 0.38 | 0.35 | — | 0.35 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.91 | 0.77 | 7.04 | 9.26 | 0.02 | 0.27 | — | 0.27 | 0.25 | — | 0.25 | — | 1,712 | 1,712 | 0.07 | 0.01 | — | 1,718 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.17 | 0.14 | 1.28 | 1.69 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 283 | 283 | 0.01 | < 0.005 | — | 284 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.98 | 0.90 | 0.58 | 11.6 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,167 | 2,167 | 0.03 | 0.08 | 7.82 | 2,199 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.06 | 0.06 | 2.87 | 0.50 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,987 | 1,987 | < 0.005 | 0.31 | 4.44 | 2,083 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.90 | 0.81 | 0.80 | 9.09 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,950 | 1,950 | 0.05 | 0.08 | 0.20 | 1,976 |
| Vendor | 0.06 | 0.06 | 3.03 | 0.53 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,987 | 1,987 | < 0.005 | 0.31 | 0.12 | 2,079 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.64 | 0.58 | 0.52 | 6.59 | 0.00 | 0.00 | 84.7 | 84.7 | 0.00 | 8.64 | 8.64 | — | 1,423 | 1,423 | 0.03 | 0.06 | 2.41 | 1,443 |
| Vendor | 0.04 | 0.04 | 2.14 | 0.37 | 0.01 | 0.01 | 17.0 | 17.0 | 0.01 | 1.76 | 1.77 | — | 1,419 | 1,419 | < 0.005 | 0.22 | 1.37 | 1,486 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.12 | 0.11 | 0.09 | 1.20 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 236 | 236 | 0.01 | 0.01 | 0.40 | 239 |
| Vendor | 0.01 | 0.01 | 0.39 | 0.07 | < 0.005 | < 0.005 | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | — | 235 | 235 | < 0.005 | 0.04 | 0.23 | 246 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.8. Building Construction (2026) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.25 | 0.23 | 2.01 | 10.6 | 0.02 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,712 | 1,712 | 0.07 | 0.01 | — | 1,718 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.04 | 0.37 | 1.93 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 283 | 283 | 0.01 | < 0.005 | — | 284 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.98 | 0.90 | 0.58 | 11.6 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,167 | 2,167 | 0.03 | 0.08 | 7.82 | 2,199 |
| Vendor | 0.06 | 0.06 | 2.87 | 0.50 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,987 | 1,987 | < 0.005 | 0.31 | 4.44 | 2,083 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.90 | 0.81 | 0.80 | 9.09 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,950 | 1,950 | 0.05 | 0.08 | 0.20 | 1,976 |
| Vendor | 0.06 | 0.06 | 3.03 | 0.53 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,987 | 1,987 | < 0.005 | 0.31 | 0.12 | 2,079 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.64 | 0.58 | 0.52 | 6.59 | 0.00 | 0.00 | 84.7 | 84.7 | 0.00 | 8.64 | 8.64 | — | 1,423 | 1,423 | 0.03 | 0.06 | 2.41 | 1,443 |
| Vendor | 0.04 | 0.04 | 2.14 | 0.37 | 0.01 | 0.01 | 17.0 | 17.0 | 0.01 | 1.76 | 1.77 | — | 1,419 | 1,419 | < 0.005 | 0.22 | 1.37 | 1,486 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.12 | 0.11 | 0.09 | 1.20 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 236 | 236 | 0.01 | 0.01 | 0.40 | 239 |
| Vendor | 0.01 | 0.01 | 0.39 | 0.07 | < 0.005 | < 0.005 | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | — | 235 | 235 | < 0.005 | 0.04 | 0.23 | 246 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.9. Building Construction (2027) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.23 | 1.03 | 9.39 | 12.9 | 0.02 | 0.34 | — | 0.34 | 0.31 | — | 0.31 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.23 | 1.03 | 9.39 | 12.9 | 0.02 | 0.34 | — | 0.34 | 0.31 | — | 0.31 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.88 | 0.74 | 6.71 | 9.24 | 0.02 | 0.24 | — | 0.24 | 0.22 | — | 0.22 | — | 1,712 | 1,712 | 0.07 | 0.01 | — | 1,718 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.13 | 1.22 | 1.69 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 283 | 283 | 0.01 | < 0.005 | — | 284 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.94 | 0.86 | 0.57 | 10.9 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,131 | 2,131 | 0.03 | 0.08 | 7.12 | 2,161 |
| Vendor | 0.06 | 0.05 | 2.71 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,950 | 1,950 | < 0.005 | 0.29 | 4.04 | 2,042 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.81 | 0.78 | 0.73 | 8.50 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,918 | 1,918 | 0.05 | 0.08 | 0.18 | 1,943 |
| Vendor | 0.06 | 0.04 | 2.86 | 0.52 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,950 | 1,950 | < 0.005 | 0.29 | 0.10 | 2,038 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.58 | 0.56 | 0.47 | 6.19 | 0.00 | 0.00 | 84.7 | 84.7 | 0.00 | 8.64 | 8.64 | — | 1,400 | 1,400 | 0.03 | 0.06 | 2.20 | 1,420 |
| Vendor | 0.04 | 0.03 | 2.02 | 0.36 | 0.01 | 0.01 | 17.0 | 17.0 | 0.01 | 1.76 | 1.77 | — | 1,393 | 1,393 | < 0.005 | 0.21 | 1.25 | 1,457 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.09 | 1.13 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 232 | 232 | 0.01 | 0.01 | 0.36 | 235 |
| Vendor | 0.01 | 0.01 | 0.37 | 0.07 | < 0.005 | < 0.005 | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | — | 231 | 231 | < 0.005 | 0.03 | 0.21 | 241 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.10. Building Construction (2027) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.82 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.25 | 0.23 | 2.01 | 10.6 | 0.02 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,712 | 1,712 | 0.07 | 0.01 | — | 1,718 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.04 | 0.37 | 1.93 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 283 | 283 | 0.01 | < 0.005 | — | 284 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.94 | 0.86 | 0.57 | 10.9 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,131 | 2,131 | 0.03 | 0.08 | 7.12 | 2,161 |
| Vendor | 0.06 | 0.05 | 2.71 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,950 | 1,950 | < 0.005 | 0.29 | 4.04 | 2,042 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.81 | 0.78 | 0.73 | 8.50 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,918 | 1,918 | 0.05 | 0.08 | 0.18 | 1,943 |
| Vendor | 0.06 | 0.04 | 2.86 | 0.52 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,950 | 1,950 | < 0.005 | 0.29 | 0.10 | 2,038 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.58 | 0.56 | 0.47 | 6.19 | 0.00 | 0.00 | 84.7 | 84.7 | 0.00 | 8.64 | 8.64 | — | 1,400 | 1,400 | 0.03 | 0.06 | 2.20 | 1,420 |
| Vendor | 0.04 | 0.03 | 2.02 | 0.36 | 0.01 | 0.01 | 17.0 | 17.0 | 0.01 | 1.76 | 1.77 | — | 1,393 | 1,393 | < 0.005 | 0.21 | 1.25 | 1,457 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.09 | 1.13 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 232 | 232 | 0.01 | 0.01 | 0.36 | 235 |
| Vendor | 0.01 | 0.01 | 0.37 | 0.07 | < 0.005 | < 0.005 | 3.11 | 3.11 | < 0.005 | 0.32 | 0.32 | — | 231 | 231 | < 0.005 | 0.03 | 0.21 | 241 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.11. Building Construction (2028) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 1.18 | 0.99 | 8.92 | 12.9 | 0.02 | 0.30 | — | 0.30 | 0.28 | — | 0.28 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.18 | 0.99 | 8.92 | 12.9 | 0.02 | 0.30 | — | 0.30 | 0.28 | — | 0.28 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.85 | 0.71 | 6.39 | 9.26 | 0.02 | 0.22 | — | 0.22 | 0.20 | — | 0.20 | — | 1,717 | 1,717 | 0.07 | 0.01 | — | 1,723 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 0.13 | 1.17 | 1.69 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 284 | 284 | 0.01 | < 0.005 | — | 285 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.84 | 0.83 | 0.51 | 10.2 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,089 | 2,089 | 0.03 | 0.08 | 6.47 | 2,119 |
| Vendor | 0.06 | 0.05 | 2.55 | 0.47 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,904 | 1,904 | < 0.005 | 0.29 | 3.64 | 1,996 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.77 | 0.69 | 0.66 | 7.97 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,881 | 1,881 | 0.04 | 0.08 | 0.17 | 1,906 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.06 | 0.04 | 2.69 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,905 | 1,905 | < 0.005 | 0.29 | 0.09 | 1,992 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.56 | 0.54 | 0.42 | 5.85 | 0.00 | 0.00 | 85.0 | 85.0 | 0.00 | 8.66 | 8.66 | — | 1,376 | 1,376 | 0.03 | 0.06 | 2.00 | 1,396 |
| Vendor | 0.04 | 0.03 | 1.90 | 0.34 | 0.01 | 0.01 | 17.1 | 17.1 | 0.01 | 1.76 | 1.77 | — | 1,364 | 1,364 | < 0.005 | 0.21 | 1.12 | 1,428 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.08 | 1.07 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 228 | 228 | < 0.005 | 0.01 | 0.33 | 231 |
| Vendor | 0.01 | 0.01 | 0.35 | 0.06 | < 0.005 | < 0.005 | 3.12 | 3.12 | < 0.005 | 0.32 | 0.32 | — | 226 | 226 | < 0.005 | 0.03 | 0.19 | 236 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.12. Building Construction (2028) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,406 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.25 | 0.24 | 2.02 | 10.6 | 0.02 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,717 | 1,717 | 0.07 | 0.01 | — | 1,723 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.04 | 0.37 | 1.94 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 284 | 284 | 0.01 | < 0.005 | — | 285 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.84 | 0.83 | 0.51 | 10.2 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,089 | 2,089 | 0.03 | 0.08 | 6.47 | 2,119 |
| Vendor | 0.06 | 0.05 | 2.55 | 0.47 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,904 | 1,904 | < 0.005 | 0.29 | 3.64 | 1,996 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.77 | 0.69 | 0.66 | 7.97 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,881 | 1,881 | 0.04 | 0.08 | 0.17 | 1,906 |
| Vendor | 0.06 | 0.04 | 2.69 | 0.49 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,905 | 1,905 | < 0.005 | 0.29 | 0.09 | 1,992 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.56 | 0.54 | 0.42 | 5.85 | 0.00 | 0.00 | 85.0 | 85.0 | 0.00 | 8.66 | 8.66 | — | 1,376 | 1,376 | 0.03 | 0.06 | 2.00 | 1,396 |
| Vendor | 0.04 | 0.03 | 1.90 | 0.34 | 0.01 | 0.01 | 17.1 | 17.1 | 0.01 | 1.76 | 1.77 | — | 1,364 | 1,364 | < 0.005 | 0.21 | 1.12 | 1,428 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.10 | 0.08 | 1.07 | 0.00 | 0.00 | 15.5 | 15.5 | 0.00 | 1.58 | 1.58 | — | 228 | 228 | < 0.005 | 0.01 | 0.33 | 231 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.01 | 0.01 | 0.35 | 0.06 | < 0.005 | < 0.005 | 3.12 | 3.12 | < 0.005 | 0.32 | 0.32 | — | 226 | 226 | < 0.005 | 0.03 | 0.19 | 236 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.13. Building Construction (2029) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.15 | 0.97 | 8.58 | 12.9 | 0.02 | 0.28 | — | 0.28 | 0.25 | — | 0.25 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.15 | 0.97 | 8.58 | 12.9 | 0.02 | 0.28 | — | 0.28 | 0.25 | — | 0.25 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.57 | 0.48 | 4.25 | 6.39 | 0.01 | 0.14 | — | 0.14 | 0.13 | — | 0.13 | — | 1,187 | 1,187 | 0.05 | 0.01 | — | 1,191 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.10 | 0.09 | 0.78 | 1.17 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 196 | 196 | 0.01 | < 0.005 | — | 197 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.81 | 0.74 | 0.44 | 9.57 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,054 | 2,054 | 0.03 | 0.08 | 5.84 | 2,083 |
| Vendor | 0.06 | 0.05 | 2.39 | 0.46 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,850 | 1,850 | < 0.005 | 0.28 | 3.25 | 1,938 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.75 | 0.67 | 0.59 | 7.46 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,850 | 1,850 | 0.04 | 0.08 | 0.15 | 1,874 |
| Vendor | 0.06 | 0.04 | 2.52 | 0.48 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,851 | 1,851 | < 0.005 | 0.28 | 0.08 | 1,935 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.37 | 0.33 | 0.29 | 3.77 | 0.00 | 0.00 | 58.7 | 58.7 | 0.00 | 5.99 | 5.99 | — | 935 | 935 | 0.02 | 0.04 | 1.25 | 948 |
| Vendor | 0.03 | 0.02 | 1.24 | 0.23 | 0.01 | 0.01 | 11.8 | 11.8 | 0.01 | 1.22 | 1.22 | — | 916 | 916 | < 0.005 | 0.14 | 0.70 | 958 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.06 | 0.05 | 0.69 | 0.00 | 0.00 | 10.7 | 10.7 | 0.00 | 1.09 | 1.09 | — | 155 | 155 | < 0.005 | 0.01 | 0.21 | 157 |
| Vendor | 0.01 | < 0.005 | 0.23 | 0.04 | < 0.005 | < 0.005 | 2.16 | 2.16 | < 0.005 | 0.22 | 0.22 | — | 152 | 152 | < 0.005 | 0.02 | 0.12 | 159 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.14. Building Construction (2029) - Mitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.35 | 0.33 | 2.81 | 14.8 | 0.02 | 0.07 | — | 0.07 | 0.07 | — | 0.07 | — | 2,397 | 2,397 | 0.10 | 0.02 | — | 2,405 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.17 | 0.16 | 1.39 | 7.34 | 0.01 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 1,187 | 1,187 | 0.05 | 0.01 | — | 1,191 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.25 | 1.34 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 196 | 196 | 0.01 | < 0.005 | — | 197 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.81 | 0.74 | 0.44 | 9.57 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 2,054 | 2,054 | 0.03 | 0.08 | 5.84 | 2,083 |
| Vendor | 0.06 | 0.05 | 2.39 | 0.46 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,850 | 1,850 | < 0.005 | 0.28 | 3.25 | 1,938 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.75 | 0.67 | 0.59 | 7.46 | 0.00 | 0.00 | 122 | 122 | 0.00 | 12.4 | 12.4 | — | 1,850 | 1,850 | 0.04 | 0.08 | 0.15 | 1,874 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.06 | 0.04 | 2.52 | 0.48 | 0.01 | 0.01 | 24.5 | 24.6 | 0.01 | 2.53 | 2.54 | — | 1,851 | 1,851 | < 0.005 | 0.28 | 0.08 | 1,935 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.37 | 0.33 | 0.29 | 3.77 | 0.00 | 0.00 | 58.7 | 58.7 | 0.00 | 5.99 | 5.99 | — | 935 | 935 | 0.02 | 0.04 | 1.25 | 948 |
| Vendor | 0.03 | 0.02 | 1.24 | 0.23 | 0.01 | 0.01 | 11.8 | 11.8 | 0.01 | 1.22 | 1.22 | — | 916 | 916 | < 0.005 | 0.14 | 0.70 | 958 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.07 | 0.06 | 0.05 | 0.69 | 0.00 | 0.00 | 10.7 | 10.7 | 0.00 | 1.09 | 1.09 | — | 155 | 155 | < 0.005 | 0.01 | 0.21 | 157 |
| Vendor | 0.01 | < 0.005 | 0.23 | 0.04 | < 0.005 | < 0.005 | 2.16 | 2.16 | < 0.005 | 0.22 | 0.22 | — | 152 | 152 | < 0.005 | 0.02 | 0.12 | 159 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.15. Paving (2029) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.80 | 0.67 | 6.46 | 9.92 | 0.01 | 0.24 | — | 0.24 | 0.22 | — | 0.22 | — | 1,511 | 1,511 | 0.06 | 0.01 | — | 1,516 |
| Paving | — | 3.58 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.80 | 0.67 | 6.46 | 9.92 | 0.01 | 0.24 | — | 0.24 | 0.22 | — | 0.22 | — | 1,511 | 1,511 | 0.06 | 0.01 | — | 1,516 |
| Paving | — | 3.58 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.13 | 1.27 | 1.96 | < 0.005 | 0.05 | — | 0.05 | 0.04 | — | 0.04 | — | 298 | 298 | 0.01 | < 0.005 | — | 299 |
| Paving | — | 0.71 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.02 | 0.23 | 0.36 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 49.3 | 49.3 | < 0.005 | < 0.005 | — | 49.5 |
| Paving | — | 0.13 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 0.03 | 0.73 | 0.00 | 0.00 | 9.30 | 9.30 | 0.00 | 0.95 | 0.95 | — | 157 | 157 | < 0.005 | 0.01 | 0.44 | 159 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.05 | 0.05 | 0.57 | 0.00 | 0.00 | 9.30 | 9.30 | 0.00 | 0.95 | 0.95 | — | 141 | 141 | < 0.005 | 0.01 | 0.01 | 143 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.11 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.18 | 0.18 | — | 28.4 | 28.4 | < 0.005 | < 0.005 | 0.04 | 28.8 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.33 | 0.33 | 0.00 | 0.03 | 0.03 | — | 4.70 | 4.70 | < 0.005 | < 0.005 | 0.01 | 4.77 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.16. Paving (2029) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.16 | 1.93 | 10.6 | 0.01 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,511 | 1,511 | 0.06 | 0.01 | — | 1,516 |
| Paving | — | 3.58 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.16 | 1.93 | 10.6 | 0.01 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,511 | 1,511 | 0.06 | 0.01 | — | 1,516 |
| Paving | — | 3.58 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.38 | 2.09 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 298 | 298 | 0.01 | < 0.005 | — | 299 |
| Paving | — | 0.71 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.07 | 0.38 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 49.3 | 49.3 | < 0.005 | < 0.005 | — | 49.5 |
| Paving | — | 0.13 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 0.03 | 0.73 | 0.00 | 0.00 | 9.30 | 9.30 | 0.00 | 0.95 | 0.95 | — | 157 | 157 | < 0.005 | 0.01 | 0.44 | 159 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.05 | 0.05 | 0.57 | 0.00 | 0.00 | 9.30 | 9.30 | 0.00 | 0.95 | 0.95 | — | 141 | 141 | < 0.005 | 0.01 | 0.01 | 143 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.11 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.18 | 0.18 | — | 28.4 | 28.4 | < 0.005 | < 0.005 | 0.04 | 28.8 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | 0.33 | 0.33 | 0.00 | 0.03 | 0.03 | — | 4.70 | 4.70 | < 0.005 | < 0.005 | 0.01 | 4.77 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.17. Architectural Coating (2029) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12 | 0.10 | 0.79 | 1.11 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | — | 129 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.14 | 3.14 | < 0.005 | < 0.005 | — | 3.15 |
| Architectural Coatings | — | 3.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.52 | 0.52 | < 0.005 | < 0.005 | — | 0.52 |
| Architectural Coatings | — | 0.55 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.15 | 0.13 | 0.12 | 1.49 | 0.00 | 0.00 | 24.4 | 24.4 | 0.00 | 2.49 | 2.49 | — | 370 | 370 | 0.01 | 0.02 | 0.03 | 375 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.56 | 0.56 | 0.00 | 0.06 | 0.06 | — | 8.87 | 8.87 | < 0.005 | < 0.005 | 0.01 | 9.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.01 | 0.01 | — | 1.47 | 1.47 | < 0.005 | < 0.005 | < 0.005 | 1.49 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.18. Architectural Coating (2029) - Mitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.02 | 0.65 | 0.96 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | — | 129 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.14 | 3.14 | < 0.005 | < 0.005 | — | 3.15 |
| Architectural Coatings | — | 3.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.52 | 0.52 | < 0.005 | < 0.005 | — | 0.52 |
| Architectural Coatings | — | 0.55 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.15 | 0.13 | 0.12 | 1.49 | 0.00 | 0.00 | 24.4 | 24.4 | 0.00 | 2.49 | 2.49 | — | 370 | 370 | 0.01 | 0.02 | 0.03 | 375 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.56 | 0.56 | 0.00 | 0.06 | 0.06 | — | 8.87 | 8.87 | < 0.005 | < 0.005 | 0.01 | 9.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | 0.10 | 0.10 | 0.00 | 0.01 | 0.01 | — | 1.47 | 1.47 | < 0.005 | < 0.005 | < 0.005 | 1.49 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.19. Architectural Coating (2030) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12 | 0.10 | 0.78 | 1.11 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | — | 129 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road Equipment | 0.02 | 0.02 | 0.14 | 0.19 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 23.0 | 23.0 | < 0.005 | < 0.005 | — | 23.1 |
| Architectural Coatings | — | 22.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.81 | 3.81 | < 0.005 | < 0.005 | — | 3.82 |
| Architectural Coatings | — | 4.04 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.13 | 0.10 | 1.40 | 0.00 | 0.00 | 24.4 | 24.4 | 0.00 | 2.49 | 2.49 | — | 364 | 364 | 0.01 | 0.02 | 0.03 | 369 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.02 | 0.25 | 0.00 | 0.00 | 4.09 | 4.09 | 0.00 | 0.42 | 0.42 | — | 64.0 | 64.0 | < 0.005 | < 0.005 | 0.08 | 64.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.75 | 0.75 | 0.00 | 0.08 | 0.08 | — | 10.6 | 10.6 | < 0.005 | < 0.005 | 0.01 | 10.7 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.20. Architectural Coating (2030) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.02 | 0.65 | 0.96 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | — | 129 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.11 | 0.17 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 23.0 | 23.0 | < 0.005 | < 0.005 | — | 23.1 |
| Architectural Coatings | — | 22.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 3.81 | 3.81 | < 0.005 | < 0.005 | — | 3.82 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architect Coatings | — | 4.04 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.13 | 0.10 | 1.40 | 0.00 | 0.00 | 24.4 | 24.4 | 0.00 | 2.49 | 2.49 | — | 364 | 364 | 0.01 | 0.02 | 0.03 | 369 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.02 | 0.25 | 0.00 | 0.00 | 4.09 | 4.09 | 0.00 | 0.42 | 0.42 | — | 64.0 | 64.0 | < 0.005 | < 0.005 | 0.08 | 64.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.75 | 0.75 | 0.00 | 0.08 | 0.08 | — | 10.6 | 10.6 | < 0.005 | < 0.005 | 0.01 | 10.7 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.21. Linear, Grubbing & Land Clearing (2025) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.78 | 6.78 | 6.98 | 0.01 | 0.42 | — | 0.42 | 0.39 | — | 0.39 | — | 981 | 981 | 0.04 | 0.01 | — | 984 |
| Dust From Material Movement | — | — | — | — | — | — | 0.41 | 0.41 | — | 0.04 | 0.04 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.09 | 0.07 | 0.65 | 0.67 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 94.0 | 94.0 | < 0.005 | < 0.005 | — | 94.4 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.01 | 0.12 | 0.12 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 15.6 | 15.6 | < 0.005 | < 0.005 | — | 15.6 |
| Dust From Material Movement | — | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.34 | 0.31 | 0.21 | 4.09 | 0.00 | 0.00 | 40.3 | 40.3 | 0.00 | 4.11 | 4.11 | — | 729 | 729 | 0.03 | 0.03 | 2.82 | 741 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.03 | 0.31 | 0.00 | 0.00 | 3.76 | 3.76 | 0.00 | 0.38 | 0.38 | — | 64.3 | 64.3 | < 0.005 | < 0.005 | 0.12 | 65.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | < 0.005 | < 0.005 | 0.06 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.07 | 0.07 | — | 10.6 | 10.6 | < 0.005 | < 0.005 | 0.02 | 10.8 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.22. Linear, Grubbing & Land Clearing (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11 | 0.11 | 1.67 | 6.86 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 981 | 981 | 0.04 | 0.01 | — | 984 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.41 | 0.41 | — | 0.04 | 0.04 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.16 | 0.66 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 94.0 | 94.0 | < 0.005 | < 0.005 | — | 94.4 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.03 | 0.12 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 15.6 | 15.6 | < 0.005 | < 0.005 | — | 15.6 |
| Dust From Material Movement | — | — | — | — | — | — | 0.01 | 0.01 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.34 | 0.31 | 0.21 | 4.09 | 0.00 | 0.00 | 40.3 | 40.3 | 0.00 | 4.11 | 4.11 | — | 729 | 729 | 0.03 | 0.03 | 2.82 | 741 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.03 | 0.31 | 0.00 | 0.00 | 3.76 | 3.76 | 0.00 | 0.38 | 0.38 | — | 64.3 | 64.3 | < 0.005 | < 0.005 | 0.12 | 65.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | < 0.005 | < 0.005 | 0.06 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.07 | 0.07 | — | 10.6 | 10.6 | < 0.005 | < 0.005 | 0.02 | 10.8 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.23. Linear, Grading & Excavation (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 7.41 | 6.23 | 54.6 | 58.8 | 0.12 | 2.41 | — | 2.41 | 2.22 | — | 2.22 | — | 12,991 | 12,991 | 0.53 | 0.11 | — | 13,036 |
| Dust From Material Movement | — | — | — | — | — | — | 2.48 | 2.48 | — | 0.27 | 0.27 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.71 | 0.60 | 5.23 | 5.64 | 0.01 | 0.23 | — | 0.23 | 0.21 | — | 0.21 | — | 1,246 | 1,246 | 0.05 | 0.01 | — | 1,250 |
| Dust From Material Movement | — | — | — | — | — | — | 0.24 | 0.24 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.13 | 0.11 | 0.96 | 1.03 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 206 | 206 | 0.01 | < 0.005 | — | 207 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.60 | 0.55 | 0.38 | 7.23 | 0.00 | 0.00 | 71.3 | 71.3 | 0.00 | 7.27 | 7.27 | — | 1,290 | 1,290 | 0.06 | 0.05 | 4.99 | 1,310 |
| Vendor | < 0.005 | < 0.005 | 0.10 | 0.02 | < 0.005 | < 0.005 | 0.77 | 0.77 | < 0.005 | 0.08 | 0.08 | — | 63.0 | 63.0 | < 0.005 | 0.01 | 0.15 | 66.0 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.05 | 0.04 | 0.56 | 0.00 | 0.00 | 6.65 | 6.65 | 0.00 | 0.68 | 0.68 | — | 114 | 114 | < 0.005 | < 0.005 | 0.21 | 115 |
| Vendor | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | — | 6.04 | 6.04 | < 0.005 | < 0.005 | 0.01 | 6.32 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.10 | 0.00 | 0.00 | 1.21 | 1.21 | 0.00 | 0.12 | 0.12 | — | 18.8 | 18.8 | < 0.005 | < 0.005 | 0.03 | 19.1 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 1.00 | 1.00 | < 0.005 | < 0.005 | < 0.005 | 1.05 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.24. Linear, Grading & Excavation (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.31 | 1.31 | 12.3 | 75.1 | 0.12 | 0.24 | — | 0.24 | 0.24 | — | 0.24 | — | 12,991 | 12,991 | 0.53 | 0.11 | — | 13,036 |
| Dust From Material Movement | — | — | — | — | — | — | 2.48 | 2.48 | — | 0.27 | 0.27 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.13 | 0.13 | 1.18 | 7.20 | 0.01 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,246 | 1,246 | 0.05 | 0.01 | — | 1,250 |
| Dust From Material Movement | — | — | — | — | — | — | 0.24 | 0.24 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.02 | 0.22 | 1.31 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 206 | 206 | 0.01 | < 0.005 | — | 207 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.60 | 0.55 | 0.38 | 7.23 | 0.00 | 0.00 | 71.3 | 71.3 | 0.00 | 7.27 | 7.27 | — | 1,290 | 1,290 | 0.06 | 0.05 | 4.99 | 1,310 |
| Vendor | < 0.005 | < 0.005 | 0.10 | 0.02 | < 0.005 | < 0.005 | 0.77 | 0.77 | < 0.005 | 0.08 | 0.08 | — | 63.0 | 63.0 | < 0.005 | 0.01 | 0.15 | 66.0 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.05 | 0.04 | 0.56 | 0.00 | 0.00 | 6.65 | 6.65 | 0.00 | 0.68 | 0.68 | — | 114 | 114 | < 0.005 | < 0.005 | 0.21 | 115 |
| Vendor | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | — | 6.04 | 6.04 | < 0.005 | < 0.005 | 0.01 | 6.32 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.10 | 0.00 | 0.00 | 1.21 | 1.21 | 0.00 | 0.12 | 0.12 | — | 18.8 | 18.8 | < 0.005 | < 0.005 | 0.03 | 19.1 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 1.00 | 1.00 | < 0.005 | < 0.005 | < 0.005 | 1.05 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.25. Linear, Drainage, Utilities, & Sub-Grade (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 5.99 | 5.02 | 45.9 | 47.3 | 0.11 | 1.83 | — | 1.83 | 1.68 | — | 1.68 | — | 11,387 | 11,387 | 0.46 | 0.09 | — | 11,426 |
| Dust From Material Movement | — | — | — | — | — | — | 2.07 | 2.07 | — | 0.22 | 0.22 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.57 | 0.48 | 4.40 | 4.53 | 0.01 | 0.18 | — | 0.18 | 0.16 | — | 0.16 | — | 1,092 | 1,092 | 0.04 | 0.01 | — | 1,096 |
| Dust From Material Movement | — | — | — | — | — | — | 0.20 | 0.20 | — | 0.02 | 0.02 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.10 | 0.09 | 0.80 | 0.83 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 181 | 181 | 0.01 | < 0.005 | — | 181 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.55 | 0.50 | 0.35 | 6.60 | 0.00 | 0.00 | 65.1 | 65.1 | 0.00 | 6.64 | 6.64 | — | 1,178 | 1,178 | 0.05 | 0.04 | 4.55 | 1,196 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.04 | 0.04 | 0.51 | 0.00 | 0.00 | 6.07 | 6.07 | 0.00 | 0.62 | 0.62 | — | 104 | 104 | < 0.005 | < 0.005 | 0.19 | 105 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 1.11 | 1.11 | 0.00 | 0.11 | 0.11 | — | 17.2 | 17.2 | < 0.005 | < 0.005 | 0.03 | 17.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.26. Linear, Drainage, Utilities, & Sub-Grade (2025) - Mitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.58 | 1.49 | 10.3 | 63.2 | 0.11 | 0.34 | — | 0.34 | 0.33 | — | 0.33 | — | 11,387 | 11,387 | 0.46 | 0.09 | — | 11,426 |
| Dust From Material Movement | — | — | — | — | — | — | 2.07 | 2.07 | — | 0.22 | 0.22 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 0.14 | 0.98 | 6.06 | 0.01 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,092 | 1,092 | 0.04 | 0.01 | — | 1,096 |
| Dust From Material Movement | — | — | — | — | — | — | 0.20 | 0.20 | — | 0.02 | 0.02 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.18 | 1.11 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 181 | 181 | 0.01 | < 0.005 | — | 181 |
| Dust From Material Movement | — | — | — | — | — | — | 0.04 | 0.04 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.55 | 0.50 | 0.35 | 6.60 | 0.00 | 0.00 | 65.1 | 65.1 | 0.00 | 6.64 | 6.64 | — | 1,178 | 1,178 | 0.05 | 0.04 | 4.55 | 1,196 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.04 | 0.04 | 0.51 | 0.00 | 0.00 | 6.07 | 6.07 | 0.00 | 0.62 | 0.62 | — | 104 | 104 | < 0.005 | < 0.005 | 0.19 | 105 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 1.11 | 1.11 | 0.00 | 0.11 | 0.11 | — | 17.2 | 17.2 | < 0.005 | < 0.005 | 0.03 | 17.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.27. Linear, Paving (2025) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.11 | 1.78 | 15.4 | 21.6 | 0.03 | 0.68 | — | 0.68 | 0.62 | — | 0.62 | — | 3,240 | 3,240 | 0.13 | 0.03 | — | 3,251 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.11 | 1.78 | 15.4 | 21.6 | 0.03 | 0.68 | — | 0.68 | 0.62 | — | 0.62 | — | 3,240 | 3,240 | 0.13 | 0.03 | — | 3,251 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.20 | 0.17 | 1.48 | 2.07 | < 0.005 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 311 | 311 | 0.01 | < 0.005 | — | 312 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.27 | 0.38 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 51.4 | 51.4 | < 0.005 | < 0.005 | — | 51.6 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.47 | 0.43 | 0.30 | 5.66 | 0.00 | 0.00 | 55.8 | 55.8 | 0.00 | 5.69 | 5.69 | — | 1,010 | 1,010 | 0.05 | 0.04 | 3.90 | 1,025 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.43 | 0.39 | 0.40 | 4.46 | 0.00 | 0.00 | 55.8 | 55.8 | 0.00 | 5.69 | 5.69 | — | 908 | 908 | 0.02 | 0.04 | 0.10 | 920 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.04 | 0.04 | 0.03 | 0.44 | 0.00 | 0.00 | 5.20 | 5.20 | 0.00 | 0.53 | 0.53 | — | 89.0 | 89.0 | < 0.005 | < 0.005 | 0.16 | 90.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.08 | 0.00 | 0.00 | 0.95 | 0.95 | 0.00 | 0.10 | 0.10 | — | 14.7 | 14.7 | < 0.005 | < 0.005 | 0.03 | 14.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.28. Linear, Paving (2025) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.36 | 0.36 | 5.16 | 22.7 | 0.03 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 3,240 | 3,240 | 0.13 | 0.03 | — | 3,251 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.36 | 0.36 | 5.16 | 22.7 | 0.03 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 3,240 | 3,240 | 0.13 | 0.03 | — | 3,251 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.49 | 2.17 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 311 | 311 | 0.01 | < 0.005 | — | 312 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.09 | 0.40 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 51.4 | 51.4 | < 0.005 | < 0.005 | — | 51.6 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.47 | 0.43 | 0.30 | 5.66 | 0.00 | 0.00 | 55.8 | 55.8 | 0.00 | 5.69 | 5.69 | — | 1,010 | 1,010 | 0.05 | 0.04 | 3.90 | 1,025 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.43 | 0.39 | 0.40 | 4.46 | 0.00 | 0.00 | 55.8 | 55.8 | 0.00 | 5.69 | 5.69 | — | 908 | 908 | 0.02 | 0.04 | 0.10 | 920 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.04 | 0.04 | 0.03 | 0.44 | 0.00 | 0.00 | 5.20 | 5.20 | 0.00 | 0.53 | 0.53 | — | 89.0 | 89.0 | < 0.005 | < 0.005 | 0.16 | 90.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.08 | 0.00 | 0.00 | 0.95 | 0.95 | 0.00 | 0.10 | 0.10 | — | 14.7 | 14.7 | < 0.005 | < 0.005 | 0.03 | 14.9 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# 4. Operations Emissions Details

## 4.10. Soil Carbon Accumulation By Vegetation Type

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Site Preparation | Site Preparation | 4/1/2025 | 5/23/2025 | 5.00 | 39.0 | — |
| Grading | Grading | 5/24/2025 | 10/14/2025 | 5.00 | 102 | — |
| Building Construction | Building Construction | 10/15/2025 | 9/10/2029 | 5.00 | 1,019 | — |
| Paving | Paving | 9/11/2029 | 12/19/2029 | 5.00 | 72.0 | — |
| Architectural Coating | Architectural Coating | 12/20/2029 | 3/29/2030 | 5.00 | 72.0 | — |
| Linear, Grubbing & Land Clearing | Linear, Grubbing & Land Clearing | 4/1/2025 | 5/19/2025 | 5.00 | 35.0 | — |

| | | | | | | |
|---|---|---|---|---|---|---|
| Linear, Grading & Excavation | Linear, Grading & Excavation | 5/20/2025 | 7/7/2025 | 5.00 | 35.0 | — |
| Linear, Drainage, Utilities, & Sub-Grade | Linear, Drainage, Utilities, & Sub-Grade | 7/8/2025 | 8/25/2025 | 5.00 | 35.0 | — |
| Linear, Paving | Linear, Paving | 8/26/2025 | 10/13/2025 | 5.00 | 35.0 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

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

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Linear, Grubbing & Land Clearing | Signal Boards | Electric | Average | 22.0 | 8.00 | 6.00 | 0.82 |
| Linear, Grubbing & Land Clearing | Crawler Tractors | Diesel | Average | 2.00 | 8.00 | 87.0 | 0.43 |
| Linear, Grubbing & Land Clearing | Excavators | Diesel | Average | 2.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Excavators | Diesel | Average | 6.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Crawler Tractors | Diesel | Average | 2.00 | 8.00 | 87.0 | 0.43 |
| Linear, Grading & Excavation | Graders | Diesel | Average | 2.00 | 8.00 | 148 | 0.41 |
| Linear, Grading & Excavation | Rollers | Diesel | Average | 4.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Signal Boards | Electric | Average | 22.0 | 8.00 | 6.00 | 0.82 |
| Linear, Grading & Excavation | Tractors/Loaders/Backhoes | Diesel | Average | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Grading & Excavation | Rubber Tired Loaders | Diesel | Average | 2.00 | 8.00 | 150 | 0.36 |
| Linear, Grading & Excavation | Scrapers | Diesel | Average | 4.00 | 8.00 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Scrapers | Diesel | Average | 4.00 | 8.00 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Rough Terrain Forklifts | Diesel | Average | 2.00 | 8.00 | 96.0 | 0.40 |
| Linear, Drainage, Utilities, & Sub-Grade | Signal Boards | Electric | Average | 22.0 | 8.00 | 6.00 | 0.82 |
| Linear, Drainage, Utilities, & Sub-Grade | Tractors/Loaders/Backhoes | Diesel | Average | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Drainage, Utilities, & Sub-Grade | Graders | Diesel | Average | 2.00 | 8.00 | 148 | 0.41 |
| Linear, Drainage, Utilities, & Sub-Grade | Plate Compactors | Diesel | Average | 2.00 | 8.00 | 8.00 | 0.43 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Linear, Drainage, Utilities, & Sub-Grade | Pumps | Diesel | Average | 2.00 | 8.00 | 11.0 | 0.74 |
| Linear, Drainage, Utilities, & Sub-Grade | Air Compressors | Diesel | Average | 2.00 | 8.00 | 37.0 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Generator Sets | Diesel | Average | 2.00 | 8.00 | 14.0 | 0.74 |
| Linear, Paving | Rollers | Diesel | Average | 6.00 | 8.00 | 36.0 | 0.38 |
| Linear, Paving | Paving Equipment | Diesel | Average | 2.00 | 8.00 | 89.0 | 0.36 |
| Linear, Paving | Pavers | Diesel | Average | 2.00 | 8.00 | 81.0 | 0.42 |
| Linear, Paving | Tractors/Loaders/Backhoes | Diesel | Average | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Paving | Signal Boards | Electric | Average | 22.0 | 8.00 | 6.00 | 0.82 |

### 5.2.2. Mitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | Diesel | Tier 4 Final | 3.00 | 8.00 | 367 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4.00 | 8.00 | 84.0 | 0.37 |
| Grading | Graders | Diesel | Tier 4 Final | 1.00 | 8.00 | 148 | 0.41 |
| Grading | Excavators | Diesel | Tier 4 Final | 2.00 | 8.00 | 36.0 | 0.38 |
| Grading | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 2.00 | 8.00 | 84.0 | 0.37 |
| Grading | Scrapers | Diesel | Tier 4 Final | 2.00 | 8.00 | 423 | 0.48 |
| Grading | Rubber Tired Dozers | Diesel | Tier 4 Final | 1.00 | 8.00 | 367 | 0.40 |
| Building Construction | Forklifts | Diesel | Tier 4 Final | 3.00 | 8.00 | 82.0 | 0.20 |
| Building Construction | Generator Sets | Diesel | Average | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Cranes | Diesel | Tier 4 Final | 1.00 | 7.00 | 367 | 0.29 |
| Building Construction | Welders | Diesel | Tier 4 Final | 1.00 | 8.00 | 46.0 | 0.45 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 3.00 | 7.00 | 84.0 | 0.37 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Paving | Pavers | Diesel | Tier 4 Final | 2.00 | 8.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Tier 4 Final | 2.00 | 8.00 | 89.0 | 0.36 |
| Paving | Rollers | Diesel | Tier 4 Final | 2.00 | 8.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Tier 4 Final | 1.00 | 6.00 | 37.0 | 0.48 |
| Linear, Grubbing & Land Clearing | Signal Boards | Electric | Average | 22.0 | 8.00 | 6.00 | 0.82 |
| Linear, Grubbing & Land Clearing | Crawler Tractors | Diesel | Tier 4 Final | 2.00 | 8.00 | 87.0 | 0.43 |
| Linear, Grubbing & Land Clearing | Excavators | Diesel | Tier 4 Final | 2.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Excavators | Diesel | Tier 4 Final | 6.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Crawler Tractors | Diesel | Tier 4 Final | 2.00 | 8.00 | 87.0 | 0.43 |
| Linear, Grading & Excavation | Graders | Diesel | Tier 4 Final | 2.00 | 8.00 | 148 | 0.41 |
| Linear, Grading & Excavation | Rollers | Diesel | Tier 4 Final | 4.00 | 8.00 | 36.0 | 0.38 |
| Linear, Grading & Excavation | Signal Boards | Electric | Average | 22.0 | 8.00 | 6.00 | 0.82 |
| Linear, Grading & Excavation | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Grading & Excavation | Rubber Tired Loaders | Diesel | Tier 4 Final | 2.00 | 8.00 | 150 | 0.36 |
| Linear, Grading & Excavation | Scrapers | Diesel | Tier 4 Final | 4.00 | 8.00 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Scrapers | Diesel | Tier 4 Final | 4.00 | 8.00 | 423 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Rough Terrain Forklifts | Diesel | Tier 4 Final | 2.00 | 8.00 | 96.0 | 0.40 |
| Linear, Drainage, Utilities, & Sub-Grade | Signal Boards | Electric | Average | 22.0 | 8.00 | 6.00 | 0.82 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Linear, Drainage, Utilities, & Sub-Grade | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Drainage, Utilities, & Sub-Grade | Graders | Diesel | Tier 4 Final | 2.00 | 8.00 | 148 | 0.41 |
| Linear, Drainage, Utilities, & Sub-Grade | Plate Compactors | Diesel | Average | 2.00 | 8.00 | 8.00 | 0.43 |
| Linear, Drainage, Utilities, & Sub-Grade | Pumps | Diesel | Average | 2.00 | 8.00 | 11.0 | 0.74 |
| Linear, Drainage, Utilities, & Sub-Grade | Air Compressors | Diesel | Tier 4 Final | 2.00 | 8.00 | 37.0 | 0.48 |
| Linear, Drainage, Utilities, & Sub-Grade | Generator Sets | Diesel | Average | 2.00 | 8.00 | 14.0 | 0.74 |
| Linear, Paving | Rollers | Diesel | Tier 4 Final | 6.00 | 8.00 | 36.0 | 0.38 |
| Linear, Paving | Paving Equipment | Diesel | Tier 4 Final | 2.00 | 8.00 | 89.0 | 0.36 |
| Linear, Paving | Pavers | Diesel | Tier 4 Final | 2.00 | 8.00 | 81.0 | 0.42 |
| Linear, Paving | Tractors/Loaders/Backhoes | Diesel | Tier 4 Final | 4.00 | 8.00 | 84.0 | 0.37 |
| Linear, Paving | Signal Boards | Electric | Average | 22.0 | 8.00 | 6.00 | 0.82 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 17.5 | 14.3 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 8.80 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 20.0 | 14.3 | LDA,LDT1,LDT2 |

| | | | | |
|---|---|---|---|---|
| Grading | Vendor | — | 8.80 | HHDT,MHDT |
| Grading | Hauling | 0.00 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 197 | 14.3 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 64.1 | 8.80 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 15.0 | 14.3 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 8.80 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 39.4 | 14.3 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 8.80 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |
| Linear, Grubbing & Land Clearing | — | — | — | — |
| Linear, Grubbing & Land Clearing | Worker | 65.0 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grubbing & Land Clearing | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Grubbing & Land Clearing | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Grubbing & Land Clearing | Onsite truck | — | — | HHDT |
| Linear, Grading & Excavation | — | — | — | — |
| Linear, Grading & Excavation | Worker | 115 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grading & Excavation | Vendor | 2.00 | 8.80 | HHDT,MHDT |
| Linear, Grading & Excavation | Hauling | 0.00 | 20.0 | HHDT |

| | | | | |
|---|---|---|---|---|
| Linear, Grading & Excavation | Onsite truck | — | — | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | — | — | — | — |
| Linear, Drainage, Utilities, & Sub-Grade | Worker | 105 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Drainage, Utilities, & Sub-Grade | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Onsite truck | — | — | HHDT |
| Linear, Paving | — | — | — | — |
| Linear, Paving | Worker | 90.0 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Paving | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Paving | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Paving | Onsite truck | — | — | HHDT |

### 5.3.2. Mitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 17.5 | 14.3 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 8.80 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 20.0 | 14.3 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 8.80 | HHDT,MHDT |
| Grading | Hauling | 0.00 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 197 | 14.3 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 64.1 | 8.80 | HHDT,MHDT |

| | | | | |
|---|---|---|---|---|
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 15.0 | 14.3 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 8.80 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 39.4 | 14.3 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 8.80 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |
| Linear, Grubbing & Land Clearing | — | — | — | — |
| Linear, Grubbing & Land Clearing | Worker | 65.0 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grubbing & Land Clearing | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Grubbing & Land Clearing | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Grubbing & Land Clearing | Onsite truck | — | — | HHDT |
| Linear, Grading & Excavation | — | — | — | — |
| Linear, Grading & Excavation | Worker | 115 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Grading & Excavation | Vendor | 2.00 | 8.80 | HHDT,MHDT |
| Linear, Grading & Excavation | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Grading & Excavation | Onsite truck | — | — | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | — | — | — | — |
| Linear, Drainage, Utilities, & Sub-Grade | Worker | 105 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Drainage, Utilities, & Sub-Grade | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Onsite truck | — | — | HHDT |

| | | | | |
|---|---|---|---|---|
| Linear, Paving | — | — | — | — |
| Linear, Paving | Worker | 90.0 | 14.3 | LDA,LDT1,LDT2 |
| Linear, Paving | Vendor | 0.00 | 8.80 | HHDT,MHDT |
| Linear, Paving | Hauling | 0.00 | 20.0 | HHDT |
| Linear, Paving | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 1,496,576 | 498,859 | 215,622 | 71,874 | — |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (sq. ft.) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Site Preparation | — | — | 58.5 | 0.00 | — |
| Grading | — | — | 306 | 0.00 | — |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 103 |
| Linear, Grubbing & Land Clearing | — | — | 98.4 | 0.00 | — |
| Linear, Grading & Excavation | — | — | 98.4 | 0.00 | — |
| Linear, Drainage, Utilities, & Sub-Grade | — | — | 98.4 | 0.00 | — |

### 5.6.2. Construction Earthmoving Control Strategies

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

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Single Family Housing | 0.20 | 0% |
| Single Family Housing | 3.98 | 0% |
| Health Club | 0.00 | 0% |
| City Park | 0.00 | 0% |
| City Park | 0.00 | 0% |
| City Park | 0.00 | 0% |
| Road Construction | 31.5 | 100% |
| Road Construction | 67.0 | 100% |

## 5.8. Construction Electricity Consumption and Emissions Factors

### kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2025 | 2,583 | 204 | 0.03 | < 0.005 |
| 2026 | 0.00 | 204 | 0.03 | < 0.005 |
| 2027 | 0.00 | 204 | 0.03 | < 0.005 |
| 2028 | 0.00 | 204 | 0.03 | < 0.005 |
| 2029 | 0.00 | 204 | 0.03 | < 0.005 |
| 2030 | 0.00 | 204 | 0.03 | < 0.005 |

# 5.18. Vegetation

## 5.18.1. Land Use Change

### 5.18.1.1. Unmitigated

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

### 5.18.1.2. Mitigated

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

## 5.18.1. Biomass Cover Type

### 5.18.1.1. Unmitigated

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

### 5.18.1.2. Mitigated

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

## 5.18.2. Sequestration

### 5.18.2.1. Unmitigated

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

### 5.18.2.2. Mitigated

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

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 31.2 | annual days of extreme heat |
| Extreme Precipitation | 9.95 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 16.6 | 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 | 2 | 0 | 0 | N/A |
| Sea Level Rise | N/A | N/A | N/A | 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 | 0 | 0 | 0 | N/A |

| | | | | |
|---|---|---|---|---|
| Air Quality Degradation | N/A | N/A | N/A | N/A |

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

## 6.3. Adjusted Climate Risk Scores

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

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

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |

| | |
|---|---|
| AQ-Ozone | 75.1 |
| AQ-PM | 14.1 |
| AQ-DPM | 12.2 |
| Drinking Water | 15.7 |
| Lead Risk Housing | 1.95 |
| Pesticides | 27.4 |
| Toxic Releases | 13.2 |
| Traffic | 15.6 |
| Effect Indicators | — |
| CleanUp Sites | 50.3 |
| Groundwater | 0.00 |
| Haz Waste Facilities/Generators | 19.2 |
| Impaired Water Bodies | 12.5 |
| Solid Waste | 2.52 |
| Sensitive Population | — |
| Asthma | 7.33 |
| Cardio-vascular | 25.7 |
| Low Birth Weights | 0.23 |
| Socioeconomic Factor Indicators | — |
| Education | 2.30 |
| Housing | 2.43 |
| Linguistic | 0.92 |
| Poverty | 3.54 |
| Unemployment | 26.9 |

## 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 | 99.08892596 |
| Employed | 79.81521879 |
| Median HI | 93.40433723 |
| Education | — |
| Bachelor's or higher | 84.10111639 |
| High school enrollment | 100 |
| Preschool enrollment | 21.10868728 |
| Transportation | — |
| Auto Access | 90.86359553 |
| Active commuting | 57.71846529 |
| Social | — |
| 2-parent households | 98.53714872 |
| Voting | 94.81586039 |
| Neighborhood | — |
| Alcohol availability | 88.14320544 |
| Park access | 39.61247273 |
| Retail density | 15.95021173 |
| Supermarket access | 26.3826511 |
| Tree canopy | 94.66187604 |
| Housing | — |
| Homeownership | 99.28140639 |
| Housing habitability | 99.97433594 |
| Low-inc homeowner severe housing cost burden | 94.52072373 |
| Low-inc renter severe housing cost burden | 99.08892596 |
| Uncrowded housing | 96.93314513 |

| | |
|---|---|
| Health Outcomes | — |
| Insured adults | 97.11279353 |
| Arthritis | 0.0 |
| Asthma ER Admissions | 91.3 |
| High Blood Pressure | 0.0 |
| Cancer (excluding skin) | 0.0 |
| Asthma | 0.0 |
| Coronary Heart Disease | 0.0 |
| Chronic Obstructive Pulmonary Disease | 0.0 |
| Diagnosed Diabetes | 0.0 |
| Life Expectancy at Birth | 75.2 |
| Cognitively Disabled | 98.4 |
| Physically  Disabled | 98.6 |
| Heart Attack ER Admissions | 77.2 |
| Mental Health Not Good | 0.0 |
| Chronic Kidney Disease | 0.0 |
| Obesity | 0.0 |
| Pedestrian Injuries | 19.6 |
| Physical Health Not Good | 0.0 |
| Stroke | 0.0 |
| Health Risk Behaviors | — |
| Binge Drinking | 0.0 |
| Current Smoker | 0.0 |
| No Leisure Time for Physical Activity | 0.0 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |

| | |
|---|---|
| Children | 55.0 |
| Elderly | 47.3 |
| English Speaking | 72.5 |
| Foreign-born | 6.2 |
| Outdoor Workers | 65.6 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 90.5 |
| Traffic Density | 17.6 |
| Traffic Access | 0.0 |
| Other Indices | — |
| Hardship | 7.2 |
| Other Decision Support | — |
| 2016 Voting | 97.6 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 0.00 |
| Healthy Places Index Score for Project Location (b) | 95.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | No |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | PD |
| Construction: Construction Phases | 5 year buildout starting in April 2025 |
| Construction: Architectural Coatings | El dorado VOC limit: 100 g/L for flat, 50 for nonflat |

## Summary Tables

**Maximum Daily Construction Emissions (unmitigated)**

| Year | ROG (lb/day) | $NO_X$ (lb/day) | $PM_{10}$ Exhaust (lb/day) | $PM_{10}$ Dust (lb/day) | $PM_{2.5}$ Exhaust (lb/day) | $PM_{2.5}$ Dust (lb/day) |
|---|---|---|---|---|---|---|
| | Maximum Daily Emissions | | | | | |
| 2025 | 10 | 87 | 4 | 147 | 3 | 15 |
| 2026 | 2 | 14 | 0 | 147 | 0 | 15 |
| 2027 | 11 | 13 | 0 | 147 | 0 | 15 |
| 2028 | 11 | 12 | 0 | 147 | 0 | 15 |
| 2029 | 11 | 12 | 0 | 147 | 0 | 15 |
| 2030 | 11 | 1 | 0 | 24 | 0 | 2 |

**Maximum Daily Construction Emissions (Mitigated)**

| Year | ROG (lb/day) | $NO_X$ (lb/day) | $PM_{10}$ Exhaust (lb/day) | $PM_{10}$ Dust (lb/day) | $PM_{2.5}$ Exhaust (lb/day) | $PM_{2.5}$ Dust (lb/day) |
|---|---|---|---|---|---|---|
| | Maximum Daily Emissions | | | | | |
| 2025 | 3 | 17 | 0 | 147 | 0 | 15 |
| 2026 | 1 | 7 | 0 | 147 | 0 | 15 |
| 2027 | 11 | 6 | 0 | 147 | 0 | 15 |
| 2028 | 11 | 6 | 0 | 147 | 0 | 15 |
| 2029 | 11 | 6 | 0 | 147 | 0 | 15 |
| 2030 | 11 | 1 | < 0.005 | 24 | < 0.005 | 2 |

**Project Max Operations (unmit)**

| Sector | ROG (lb/day) | $NO_X$ (lb/day) | PM10 Exhaust (lb/day) | PM10 Dust (lb/day) | PM2.5 Exhaust (lb/day) | PM2.5 Dust (lb/day) |
|---|---|---|---|---|---|---|
| Mobile | 12 | 8 | 0 | 145 | 0 | 16 |
| Area | 25 | 4 | 0 | 0 | 0 | 0 |
| Energy | 0 | 4 | 0 | 0 | 0 | 0 |
| **Total** | 37 | 16 | 1 | 145 | 1 | 16 |

**Project Max Operations (no fire places)**

| Sector | ROG (lb/day) | $NO_X$ (lb/day) | PM10 Exhaust (lb/day) | PM10 Dust (lb/day) | PM2.5 Exhaust (lb/day) | PM2.5 Dust (lb/day) |
|---|---|---|---|---|---|---|
| Mobile | 12 | 8 | 0 | 145 | 0 | 16 |
| Area | 28 | 1 | 5 | 0 | 5 | 0 |
| Energy | 0 | 4 | 0 | 0 | 0 | 0 |
| **Total** | 41 | 13 | 5 | 145 | 5 | 16 |

**Project Max Operations (no fire places or NG)**

| Sector | ROG (lb/day) | $NO_X$ (lb/day) | PM10 Exhaust (lb/day) | PM10 Dust (lb/day) | PM2.5 Exhaust (lb/day) | PM2.5 Dust (lb/day) |
|---|---|---|---|---|---|---|
| Mobile | 12 | 8 | 0 | 145 | 0 | 16 |
| Area | 28 | 1 | 5 | 0 | 5 | 0 |
| Energy | 0 | 2 | 0 | 0 | 0 | 0 |
| **Total** | 40 | 11 | 5 | 145 | 5 | 16 |

CO2 Emissions by Year

| Year | CO2 |
|---|---|
| 2025 | 1095 |
| 2026 | 769 |
| 2027 | 761 |
| **2028** | 753 |
| **2029** | **569** |
| 2030 | 15 |
| 2031+ (operations) | 4189 |
| 2031+ (No Fire) | 4067 |
| 2031+ (No fire or NG | 3482 |

Construction Total: 3962

## Project Charactistics and Land Use Types

**Operational Year**

Construction Start

| Land Uses | | | | | | |
|---|---|---|---|---|---|---|
| **Land Use Subtype** | **Size** | **Unit** | **Lot Acreage** | **Building Ar** | **landscape** | **Description** |
| Single Family Homes | 18 | Units | 5 | 35100 | 210831 | Low Density Residential |
| Single Family Homes | 361 | Units | 171.35 | 703950 | 4228341 | High Density Residential |
| Health Club | 143.748 | 1000 sf | 3.3 | 143748 | 0 | Clubhouse (3.3 acres) |
| City Park | 4 | Acres | 4 | 0 | 0 | Public Facilities (lot A) |
| City Park | 57.58 | acres | 57.58 | 0 | 0 | Open Space |
| City Park | 8 | acres | 8 | 0 | 0 | Landscape Lots L1-L13, open space C-K |
| Road Construction | 3 | miles | 31.47 | 0 | 0 | Road Construction |
| Total | | | 280.7 | | | |

Total Project: 379 residential lots, clubhouse, park site lot, 6 landscaping lots, 9 open space lots

Total Project: 280 Acres

1 acre = 43560 sf

## Construction Schedule

### PHASE 1

| Phase | CalEEMod Default Workdays | % of total | New Workdays | Start | end |
|---|---|---|---|---|---|
| ~~Demolition~~ | 300 | 0.0% | 0 | x | x |
| Site Prep | 180 | 3.0% | 39.44584383 | 4/1/2025 | 5/23/2025 |
| Grading | 465 | 7.8% | 101.9017632 | 5/24/2025 | 10/14/2025 |
| BC | 4650 | 78.1% | 1019.017632 | 10/15/2025 | 9/10/2029 |
| Paving | 330 | 5.5% | 72.31738035 | 9/11/2029 | 12/19/2029 |
| AC | 330 | 5.5% | 72.31738035 | 12/20/2029 | 3/29/2030 |
| **TOTAL** | 5955 | 100.0% | 1305 | | |

### Road Construction

| Phase | New Workdays | Start | end |
|---|---|---|---|
| Linear, Grubbing & Land Clearing | 35 | 4/1/2025 | 5/19/2025 |
| Linear, Grading & Excavation | 35 | 5/20/2025 | 7/7/2025 |
| Linear, Drainage, Utilities, & Sub-Grade | 35 | 7/8/2025 | 8/25/2025 |
| Linear, Paving | 35 | 8/26/2025 | 10/13/2025 |
| **Total** | 140 | | |

## Other Constuction Inputs

Default Construction Equipment used
*water twice per day for 61% reduction
Default VMT used
Default architectural coating limits
Default paving used
Default PG&E Electricity Intensity Factors used
Project Construction Starts April 2025 and be completed in 5 years (April 2030)
140 days for road construction (Site prep + grading)

## Applicable Dust Measures (El Dorado County)

| | **Rule 223 Fugitive Dust** |
|---|---|
| Concentration Limit: | A person shall not cause or allow PM10 levels to exceed 50 micrograms per cubic meter, 24 hour average, when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA approved equivalent methods for PM10 monitoring. Sampling, if deemed necessary and required by the Air Pollution Control Officer, shall be conducted in accordance with the procedures specified in Section 223.5.A. |
| Best Management Practices (construction): clearing and grubbing | Apply water in sufficient quantity to prevent generation of dust plumes |
| Best Management Practices (construction): crushing | Pre-water material prior to loading into crusher. Apply water to crushed material to prevent dust plumes. |
| Best Management Practices (construction): cut and fill | For large sites, pre-water with sprinklers or water trucks and allow time for penetration. Use water as necessary to keep dust down. |
| Best Management Practices (construction): demolition | Apply water in sufficient quantities to prevent the generation of visible dust plumes. |
| Best Management Practices (construction): disturbed soil | Limit vehicular traffic and disturbances on soils where possible. Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes. |
| Best Management Practices (construction): earth-moving activities | Grade each project phase separately, timed to coincide with construction phase. Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes. |
| Best Management Practices (construction): importing/exporting bulk materials | Provide water while loading and unloading to reduce visible dust plumes. |
| Best Management Practices (construction): landscaping | Apply water to materials to stabilize. |
| Best Management Practices (construction): screening | Dedicate water truck or high capacity hose to screening operation. Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point. |
| Best Management Practices (construction): Staging Areas | Limit vehicle speeds to prevent visible dust in excess of standards per 223-1.4.A |
| Best Management Practices (construction): trenching | Pre-watering of soils prior to trenching is an effective preventive measure |
| Best Management Practices (construction): unpaved roads/parking lots | Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements. |
| Conclusion: | Water exposed area twice per day |
| Source: | https://www.edcgov.us/Government/AirQualityManagement/documents/Rule_223_Fugitive_Dust_General_Requirements.pdf |
| Source: | https://www.edcgov.us/Government/AirQualityManagement/documents/Rule%20223-1_Fugitive%20Dust-Construction.pdf |

## Mitigation Measures

Tier 4 engines
Low VOC Paint

| | Adjusted # of Days | | Off Model Adjustments |
|---|---|---|---|
| | | 816.54 | Adjusted Arch Coating Days |
| | | | based on 2/3 building days plus paving and arch coating |
| | | **129** | Unmitigated ROG lbs/day |
| | | 9288 | ROG X Arch Tech Days |
| Building Construction | 1019 | **11.37483** | **Adjusted ROG** |
| Paving | 72 | | |
| Arch Coating | 72 | | |

| Description | Length (feet) | Road width | Total SF | Acres |
|---|---|---|---|---|
| Greenview Drive Pipeline | 5280 | 38 | 200640 | 4.606060606 |
| Green Valley Road Pipeline | 5280 | 42 | 221760 | 5.090909091 |
| Loch Way wastewater pipeline | 1600 | 31 | 49600 | 1.13865932 |
| Silva Valley Parkway Wastewater pipeline | 8500 | 44 | 374000 | 8.585858586 |
| Lima Way, Aberdeen Lane and Appian Way Cable Replacement | 7392 | 37 | 273504 | 6.278787879 |
| Electrical Conduit between projects | 10560 | 35 | 369600 | 8.484848485 |
| **Total** | 38612 | | 1489104 | 34.18512397 |
| Total Miles | 7.312878788 | | | |

Note: 1 acre to SF 43560

Source: Google.com

## Off-Model Solar PV Reduction Calc

| CalEEMod land Use Type | CalEEMod Input (SF)[1] | Units[2] | CalEEMod default SF/house | Avg. PV Size per house (kw)[3] | Solar PV Generation per house (kwh/year)[4] | Total Solar Generation (all new residential) (kwh/year) | Total Solar Generation (all new residential) (mwh/year) | Total Solar Generation (all new residential) (gwh/year) | GHG Reduction from Solar (MTCO2e/yr) |
|---|---|---|---|---|---|---|---|---|---|
| Single Family Homes (379) | 739,050 | 379 | 1950 | 5 | 8000 | 3,032,000 | 3,032 | 3 | 206 |
| | | | | | | **3,032,000** | **3,032** | | **206** |

| | | |
|---|---|---|
| | CalEEmod Operational Electricity Consumption (not including solar) | **0.0** |
| | Total proejct electricity consumption | **(3,032.0)** |

Notes

1. total SF entered into CalEEMod for each phase
2. Total # units
3. Avg. PV size for PG&E obtained from: https://www.solarreviews.com/blog/guide-to-solar-with-pacific-gas-and-electric
4. Annual solar generation calculated using PVWatts calculator for Cameron Meadows

**Conversion factors:**

| | |
|---|---|
| lb/metric tons | 0.000453592 |
| kw/mw | 0.001 |

| **CO2 Intensity Factors** | lb/kwh | Source | MT/kWh | Source | GWP | Source |
|---|---|---|---|---|---|---|
| CO2 | 149 | CalEEMod, SMUD, 2035 | 0.067585208 | Calc | 1 | **IPPC AR6, 2023** |
| CH4 | 0.0129 | CalEEMod, SMUD, 2035 | 5.85134E-06 | Calc | 27 | **IPPC AR6, 2023** |
| N20 | 0.0017 | CalEEMod, SMUD, 2035 | 7.71106E-07 | Calc | 273 | **IPPC AR6, 2023** |
| | | | | | | |
| **CO2e** | | | **0.067953706** | | | |

## Construction Energy Consumption

**Gasoline (workers)**

| Year | CO2 (MT) | CO2 (km) | fuel | BTU | million BTU |
|---|---|---|---|---|---|
| 2025 | 123.88 | 123880 | **14,109** | 1696144159 | 1696.144159 |
| 2026 | 239 | 239000 | **27,221** | 3272347869 | 3272.347869 |
| 2027 | 235 | 235000 | **26,765** | 3217580540 | 3217.58054 |
| 2028 | 231 | 231000 | **26,310** | 3162813212 | 3162.813212 |
| 2029 | 163.26 | 163260 | **18,595** | 2235328506 | 2235.328506 |
| 2030 | 10.7 | 10700 | **1,219** | 146502603.3 | 146.5026033 |
| | **1,003** | **1,002,840** | **114,219** | | |

**Total**

| Year | CO2 (MT) | CO2 (km) | fuel | BTU | million BTU |
|---|---|---|---|---|---|
| 2025 | 1,094 | 1,094,330 | 109,158 | 14,754,062,400 | 14,754 |
| 2026 | 769 | 769,000 | 79,131 | 10,403,778,306 | 10,404 |
| 2027 | 760 | 760,000 | 78,186 | 10,281,733,332 | 10,282 |
| 2028 | 752 | 752,000 | 77,338 | 10,173,143,887 | 10,173 |
| 2029 | 569 | 569,280 | 58,361 | 7,698,542,442 | 7,699 |
| 2030 | 15 | 14,520 | 1,593 | 197,902,725 | 198 |
| Total | **3,959** | **3,959,130** | **403,767** | **53,509,163,090** | **53,509** |

**Diesel (offroad eq, hauling, vendors)**

| Year | CO2 (MT) | CO2 (km) | fuel | BTU | million BTU |
|---|---|---|---|---|---|
| 2025 | 970 | 970450 | **95,049** | 13057918241 | 13057.91824 |
| 2026 | 530 | 530000 | **51,910** | 7131430437 | 7131.430437 |
| 2027 | 525 | 525000 | **51,420** | 7064152791 | 7064.152791 |
| 2028 | 521 | 521000 | **51,028** | 7010330675 | 7010.330675 |
| 2029 | 406 | 406020 | **39,767** | 5463213936 | 5463.213936 |
| 2030 | 4 | 3820 | **374** | 51400121.26 | 51.40012126 |
| | **2,956** | **2,956,290** | **289,548** | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| MT to km | 1000 | | | | motor gas | distallate | |
| CO2 to Gal gasoline | 8.78 | Climate Registry 2022 | | | | | |
| gasoline gal/btu | 120,214 | EIA 2023 | | btu per barrel | 5,049,000 | 5,770,000 | EIA |
| CO2 to gas diesel | 10.21 | Climate Registry 2022 | | gallons per barrel | 42 | 42 | EIA |
| diesel gas/btu | 137,381 | EIA 2023 | | btu per gallon | 120,214 | 137,381 | conversion |

https://theclimateregistry.org/wp-content/uploads/2022/11/2022-Default-Emission-Factors-Final.pdf

EIA 2023. Table A3: Approximate Heat Content of Petroleum Consumption and Fuel Ethanol. Avaialble: https://www.eia.gov/totalenergy/data/monthly/pdf/sec12_4.pdf

## Operations

| VMT | Amount |
|---|---|
| VMT per capita (plus project scenario): | 19.61453744 |
| Project Population: | 908 |
| Additional Trips per day: | 2842 |
| Yearly Trips | 1037330 |
| Trip Length | 6.266713582 |
| **Total Daily VMT:** | **17810** |
| **Yearly VMT** | **6500650** |

Project Fully electric: No Natural Gas usage
No Fire Places (data request - Jim/Deanne)
Default Water usage
Default Refrigerants
No offroad equipment usage/boilers

MMs:
Low VOC paint

**No Fire Places**

| | | | max lb/day | | | | Max tons/year | | GHG/year |
|---|---|---|---|---|---|---|---|---|---|
| Sector | ROG | NOx | PM10E | PM10D | PM2.5E | PM2.5D | PM10 | PM2.5 | CO2e |
| Mobile | 12 | 8.18 | 0.12 | 145 | 0.12 | 16.4 | 25.8 | 2.94 | 2309 |
| Area | 28.3 | 0.92 | 4.87 | 0 | 4.7 | 0 | 0.2 | 0.19 | 48.2 |
| Energy | 0.25 | 4.38 | 0.35 | 0 | 0.35 | 0 | 0.06 | 0.06 | 1344 |
| Water | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42.9 |
| Waste | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 322 |
| Refrig. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.99 |
| Total | **40.55** | **13.48** | **5.34** | **145** | **5.17** | | **26.06** | **3.19** | **4067.09** |

**No Fire Places, No NG**

| | | | max lb/day | | | | Max tons/year | | GHG/year |
|---|---|---|---|---|---|---|---|---|---|
| Sector | ROG | NOx | PM10E | PM10D | PM2.5E | PM2.5D | PM10 | PM2.5 | CO2e |
| Mobile | 12 | 8.18 | 0.12 | 145 | 0.12 | 16.4 | 25.8 | 2.94 | 2309 |
| Area | 28.3 | 0.92 | 4.87 | 0 | 4.7 | 0 | 0.2 | 0.19 | 48.2 |
| Energy | 0.09 | 1.6 | 0.12 | 0 | 0.12 | 0 | 0.02 | 0.02 | 759 |
| Water | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42.9 |
| Waste | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 322 |
| Refrig. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.99 |
| Total | **40.39** | **10.7** | **5.11** | **145** | **4.94** | | **26.02** | **3.15** | **3482.09** |

## Operational Energy Calcs

**Unmitigated fuel consumption**

| Sector | CO2 (MT/year) | CO2 (km) | fuel | BTU | million BTU |
|---|---|---|---|---|---|
| Mobile | 13944 | 13944000 | **1588154.9** | 1.90919E+11 | 190918.9 |
| Area | 1028 | 1028000 | **117084.282** | 14075203384 | 14075.2 |
| Energy | 8120 | 8120000 | **924829.157** | 1.11178E+11 | 111177.7 |
| Water | 259 | 259000 | **29498.861** | 3546184510 | 3546.2 |
| Waste | 1944 | 1944000 | **221412.301** | 26616921575 | 26616.9 |
| Refrig. | 6 | 5980 | **681.093394** | 81877155.87 | 81.9 |
| Total | 25301 | 25300980 | 2881660.59 | 3.46417E+11 | 346416.8 |

| | | | | | |
|---|---|---|---|---|---|
| MT to km | 1000 | | | | |
| CO2 to Gal gasoline | 8.78 | Climate Registry 2022 | | motor gas | distallate |
| gasoline gal/btu | 120,214 | EIA 2023 | btu per barrel | 5,049,000 | 5,770,000 |
| CO2 to gas diesel | 10.21 | Climate Registry 2022 | gallons per barrel | 42 | 42 |
| diesel gas/btu | 137,381 | EIA 2023 | btu per gallon | 120,214 | 137,381 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | TOG (tons/year) | ROG (tons/yr) | Nox (tons/yr) | CO (tons/yr) | $SO_2$ (tons/yr) | PM10E (tons/yr) | PM10D (tons/yr) | PM10T (tons/yr) | PM2.5E (tons/yr) | PM2.5D (ton | PM2.5T (ton | $BCO_2$ (MT/ | $NBCO_2$ (MT/yr | $CO_2T$ (MT/yr) | $CH_4$ (MT/yr | $N_2O$ (MT/y | R (MT/yr) | $CO_2e$ (MT/ |
| Unmit. | 1.26 | 4.47 | 0.92 | 11.5 | 0.03 | 0.01 | 3.78 | 3.8 | 0.01 | 0.96 | 0.97 | 97.1 | 3190 | 3287 | 8.41 | 0.16 | 14.9 | 3558 |
| Mit. | 1.26 | 4.47 | 0.92 | 11.5 | 0.03 | 0.01 | 3.78 | 3.8 | 0.01 | 0.96 | 0.97 | 97.1 | 3132 | 3229 | 8.39 | 0.15 | 14.9 | 3499 |
| % Reduced | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 1.75 | 0.29 | 2.08 | 0 | 1.66 |

| Unmitigated | CO2e (MT/yr) |
|---|---|
| Mobile | 13944.0 |
| Area | 1028.0 |
| Energy | 8120.0 |
| Water | 259.0 |
| Waste | 1944.0 |
| Refrig. | 6.0 |
| Total | 25301.0 |

CA Energy Consumption

| Sector | Trillion BTU | Percentage |
|---|---|---|
| Residential | 1473.2 | 20.02% |
| Commercial | 1396.7 | 18.98% |
| Industrial | 1704.4 | 23.16% |
| Transporation | 2785.1 | 37.84% |
| Total | 7359.4 | 100.00% |

Source: https://www.eia.gov/state/seds/sep_sum/html/pdf/sum_btu_1.pdf

Unmitigated

| Max lbs/day | ROG | NOx | CO | $SO_2$ | PM10T | PM2.5T |
|---|---|---|---|---|---|---|
| Mobile | 12 | 8.18 | 66.7 | 0.14 | 145 | 16.5 |
| Area | 24.5 | 3.71 | 29.3 | 0.02 | 0.3 | 0.3 |
| Energy | 0.25 | 4.38 | 2.53 | 0.03 | 0.35 | 0.35 |
| Water | 0 | 0 | 0 | 0 | 0 | 0 |
| Waste | 0 | 0 | 0 | 0 | 0 | 0 |
| Refrig. | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 36.75 | 16.27 | 98.53 | 0.19 | 145.65 | 17.15 |

Mitigated

| Max lbs/day | ROG | NOx | CO | $SO_2$ | PM10T | PM2.5T |
|---|---|---|---|---|---|---|
| Mobile | 12 | 8.18 | 66.7 | 0.14 | 145 | 16.5 |
| Area | 24.5 | 3.71 | 29.3 | 0.02 | 0.3 | 0.3 |
| Energy | 0.09 | 1.6 | 1.34 | 0.01 | 0.12 | 0.12 |
| Water | 0 | 0 | 0 | 0 | 0 | 0 |
| Waste | 0 | 0 | 0 | 0 | 0 | 0 |
| Refrig. | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 36.59 | 13.49 | 97.34 | 0.17 | 145.42 | 16.92 |

Tons/year

Note: gasoline = worker emissions; Diesel = vendor + offroad eq

| Year | Gasoline | Diesel |
|---|---|---|
| 2025 | 123.88 | 970.45 |
| 2026 | 239 | 530 |
| 2027 | 235 | 525 |
| 2028 | 231 | 521 |
| 2029 | 163.26 | 406.02 |
| 2030 | 10.7 | 3.82 |

Unmitigated

| | Max Lb/day | | | | | | | | | | | | ave tons/year | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
| 2025 | 12 | 10.2 | 86.7 | 97 | 0.18 | 3.78 | 147 | 147 | 3.48 | 15 | 15.8 | 0 | 1088 | 1088 | 0.04 | 0.02 | 0.28 | 1095 |
| 2026 | 2.32 | 2.03 | 13.7 | 25.1 | 0.04 | 0.39 | 147 | 147 | 0.36 | 15 | 15.3 | 0 | 754 | 754 | 0.02 | 0.05 | 0.63 | 769 |
| 2027 | 2.23 | 11.37483 | 13 | 24.3 | 0.04 | 0.35 | 147 | 147 | 0.32 | 15 | 15.3 | 0 | 746 | 746 | 0.02 | 0.05 | 0.57 | 761 |
| 2028 | 2.09 | 11.37483 | 12.3 | 23.6 | 0.04 | 0.31 | 147 | 147 | 0.29 | 15 | 15.3 | 0 | 738 | 738 | 0.02 | 0.05 | 0.52 | 753 |
| 2029 | 2.03 | 11.37483 | 11.7 | 22.9 | 0.04 | 0.29 | 147 | 147 | 0.27 | 15 | 15.2 | 0 | 559 | 559 | 0.01 | 0.03 | 0.33 | 569 |
| 2030 | 0.26 | 11.37483 | 0.89 | 2.51 | < 0.005 | 0.01 | 24.4 | 24.4 | 0.01 | 2.49 | 2.5 | 0 | 14.4 | 14.4 | < 0.005 | < 0.005 | 0.01 | 14.6 |

Unmitigated TPY

| | PM10 | PM2.5 |
|---|---|---|
| 2025 | 9.16 | 1.21 |
| 2026 | 18.6 | 1.94 |
| 2027 | 18.6 | 1.94 |
| 2028 | 18.7 | 1.94 |
| 2029 | 13.3 | 1.39 |
| 2030 | 0.75 | 0.08 |

Mitigated

| | Max Lb/day | | | | | | | | | | ave tons/year | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | TOG | ROG | NOx | CO | $SO_2$ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | $BCO_2$ | $NBCO_2$ | $CO_2T$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
| 2025 | 2.84 | 2.7 | 17.3 | 119 | 0.18 | 0.47 | 147 | 147 | 0.46 | 15 | 15.1 | 0 | 1088 | 1088 | 0.04 | 0.02 | 0.28 | 1095 |
| 2026 | 1.39 | 1.28 | 6.66 | 26.9 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 0 | 754 | 754 | 0.02 | 0.05 | 0.63 | 769 |
| 2027 | 1.35 | 11.37483 | 6.41 | 26.2 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 0 | 746 | 746 | 0.02 | 0.05 | 0.57 | 761 |
| 2028 | 1.25 | 11.37483 | 6.17 | 25.5 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 0 | 738 | 738 | 0.02 | 0.05 | 0.52 | 753 |
| 2029 | 1.22 | 11.37483 | 5.93 | 24.9 | 0.04 | 0.09 | 147 | 147 | 0.08 | 15 | 15.1 | 0 | 559 | 559 | 0.01 | 0.03 | 0.33 | 569 |
| 2030 | 0.16 | 11.37483 | 0.75 | 2.36 | < 0.005 | < 0.005 | 24.4 | 24.4 | < 0.005 | 2.49 | 2.49 | 0 | 14.4 | 14.4 | < 0.005 | < 0.005 | 0.01 | 14.6 |

Mitigated TPY

| | PM10 | PM2.5 |
|---|---|---|
| 2025 | 8.99 | 1.05 |
| 2026 | 18.6 | 1.91 |
| 2027 | 18.6 | 1.91 |
| 2028 | 18.6 | 1.91 |
| 2029 | 13.3 | 1.37 |
| 2030 | 0.75 | 0.08 |

| | ROG (lb/day) |
|---|---|
| onsite total max daily | 3.06 |
| offsite total max daily | 0.06 |
| | |
| total paving 2029 max | 3.12 |

| | ROG (lb/day) |
|---|---|
| onsite total max daily | 2.55 |
| offsite total max daily | 0.06 |
| | |
| total paving 2029 max | 2.61 |

building construction rate

0.36 one-way trips/dwelling unit source: CalEEMod User guide

arch. coating rate

20% of building const. trips source: CalEEMod User guide

caleemod vehicle

trip rate 1.25 workers per equipment (except building const. and arch. coating)